

Appendix C. Cultural Resources Consultation Letters



U.S. Department
of Transportation
**Federal Highway
Administration**

Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-0674

October 3, 2006

In Reply Refer To: HOP-AZ
NH 303-A(AFY)
TRACS No. S303 MA 003 H5621 01L
SR 303; I-10 to US 60 Grand Avenue
Initial Section 106 Consultation

Mr. Steve Ross, Archaeologist
Arizona State Land Department
1616 West Adams
Phoenix, Arizona 85007

Dear Mr. Ross:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are proposing corridor improvements to the State Route 303 Loop (SR 303) and the associated roadway drainage system, between Yuma Road (approximately 1.5 miles south of Interstate 10 [I-10]) and US 60 (Grand Avenue), located in the Cities of Goodyear, Glendale, and Surprise as well as unincorporated portions of Maricopa County. As the overall project would employ federal funds, it is considered an undertaking subject to Section 106 review. Currently, FHWA is consulting with you regarding the proposed construction within the corridor. The land jurisdiction for this project includes Arizona State Trust land administered by the Arizona State Land Department (ASLD), Maricopa County Department of Transportation (MCDOT) right-of-way (ROW), ADOT ROW, and private land. Additionally, the project area crosses lands under the jurisdiction of the City of Goodyear, the City of Glendale, the City of Surprise, and unincorporated Maricopa County. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), MCDOT, ASLD, the City of Glendale, the Flood Control District of Maricopa County (FCDMC), the Salt River Pima-Maricopa Indian Community (SRP-MIC), the Gila River Indian Community (GRIC), the Hopi Tribe, the San Carlos Apache Tribe (SCAT), the Yavapai-Apache Nation (YAN), the Pascua-Yaqui Tribe, and the Yavapai-Prescott Indian Tribe (YPIT).

The overall project would involve corridor improvements to SR 303, the exact scope of which is currently being developed. As currently defined, the area of potential effect (APE) for the project is the entire SR 303 corridor from Yuma Road to the terminus north of US 60 at the Bullard Avenue alignment, along US 60 approximately between 163rd Avenue and R.H. Johnson Boulevard, and along I-10 between Perryville Road and Bullard Avenue. South of Yuma Road, a drainage outfall channel will be constructed on the west side of Cotton Lane south to the Gila River. A map of the proposed project area is enclosed to aid you in your review. New ROW for drainage features and highway construction as well as temporary construction easements are anticipated for this project, but have not yet been identified.



The majority of the APE was previously surveyed for cultural resources for various ADOT and MCDOT projects along the SR 303 corridor, the results of which are documented in a number of reports listed in the following table. The reports are listed from north to south for Cotton Lane/SR 303 and west to east for I-10.

The results of these reports were synthesized in two Class I literature review reports by Entranco, Inc. (Entranco) and Carter & Burgess (C&B). Entranco's Class I inventory was conducted for MCDOT and addressed the original SR 303 project limits from I-10 to US Highway 93 (60). Results are provided in a report entitled *A Class I Cultural Resource Inventory of the State Route 303 Loop Corridor From I-10 to US 93 in Maricopa County, Arizona* (Stubing 2001), a copy of which is enclosed to assist you in your review.

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Hoffman (1988)	Letter report to Ken Kvamme regarding survey along Grand Avenue	Near Deer Valley Road intersection
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Rodgers (1990)	<i>An Archaeological Survey of Parcel 1 of the Estrella Freeway Interim Roadway (Loop 303) in Metropolitan Phoenix, Arizona</i>	Southwest of Grand Avenue and northeast of Beardsley Road
Shaw (1999)	<i>Archaeological Survey Southeast of Waddell, Arizona at the Intersection of Cotton Lane and Cactus Road, Maricopa County, Arizona</i>	West side of Cotton Lane, north side of Cactus Road
Rodgers (1991b)	<i>An Archaeological Survey of Parcel 4S of the Estrella Freeway Interim Roadway in North-Central Maricopa County, Arizona</i>	North of Olive Avenue, east of Cotton Lane, 0.5 mi. west of Sarival Avenue
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Lindly (2004b)	<i>An Archaeological Survey of the Proposed Loop 303 Expressway (Cotton Lane) South of Interstate 10 to the Gila River in Southwestern Maricopa County, Arizona</i>	I-10 to Gila River
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Kearns et al. (2001)	<i>An Archaeological Survey of Link Three of the AT&T NextGen/Core Project, Arizona and California</i>	Along RID Canal, which crosses Cotton Lane just south of I-10; also crosses I-10 about 0.5 miles east of Cotton Lane
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Garcia and Lewenstein (1998)	<i>Cultural Resource Survey for the Estrella Parkway and MC 85 Projects, Maricopa County</i>	Along Estrella Parkway north and south of I-10
Brodbeck and Silverman (2006)	<i>A National Register Eligibility Assessment of the Bullard Wash Drainage Ditch, Interstate 10, Milepost 127.17, Maricopa County, Arizona</i>	Crosses I-10 between Estrella Parkway and Bullard Road

The Entranco report notes that during previous intensive survey within the project corridor (Rodgers 1989) one site was located within the portion of the APE north of I-10. Site AZ T:7:46 (ASM) is an artifact scatter that possibly dates to the Archaic period. This site was previously subjected to archaeological investigations, including complete surface artifact collection and backhoe trenching. No subsurface cultural deposits were encountered during trenching, and the site was recommended to be ineligible for inclusion in the NRHP (Rodgers 1989). No consultation regarding that recommendation was available. Following a field visit conducted by EcoPlan Associates, Inc. (EcoPlan) in 2006, during which no evidence of AZ T:7:46 (ASM) found, the site was determined to be ineligible for inclusion in the National Register of Historic Places (NRHP) (Jacobs to Greenspan, May 9, 2006).

During the 1989 survey of the project area, Rodgers (1989) identified five discontinuous earthen-banked channel segments, which he concluded were insignificant and not eligible for inclusion in the NRHP. As no consultation was on file for that recommendation, EcoPlan attempted to relocate the channel segments during the 2006 field visit in order to reevaluate them. The project area in that vicinity has been extensively developed, and no evidence of the channel segments was found. Consultation following the field visit resulted in the determination that the channel segments, apparently having been destroyed by modern development, are not eligible for inclusion in the NRHP (Jacobs to Greenspan, May 9, 2006).

The second Class I inventory, prepared by C&B, is entitled *A Class I Cultural Resources Inventory of Approximately 11.75 Miles for the State Route 303 Loop Corridor in Maricopa County, Arizona* (Davis, Turner, and Montero 2004); a copy is enclosed to assist you in your review. The C&B report, also conducted for MCDOT, addressed the extended SR 303 project limits. These include the following areas:

- The I-10 corridor between Bullard Road and Perryville Road
- A corridor along Cotton Lane, from I-10 to the north bank of the Gila River
- The US 60 corridor, from 163rd Avenue to 0.5 miles north of RH Johnson Boulevard

The C&B inventory found that a number of cultural resources are located within the APE, and that portions of the APE along Cotton Lane, between I-10 and the Gila River, were not previously surveyed.

Subsequent to the Entranco and C&B inventories, Archaeological Consulting Services, Ltd. (ACS) and SWCA Environmental Consultants (SWCA) have conducted surveys south of I-10; these are listed in the above table (Jones and Fangmeier 2004; Lindly 2004b). SWCA also surveyed along Van Buren Street on either side of Cotton Lane (Lindly 2004c) and along a proposed realignment of Northern Avenue on either side of Cotton Lane (Lindly 2004a). These studies were done at the request of MCDOT.

As a result of the various surveys, a number of cultural resources have been identified in the APE. These are summarized in the following table.

ASM Site Number	Site Type	Location	NRHP eligibility	Recommended Treatment
AZ V:2:101/US 60/ Grand Avenue, also AZ CC:2:174/US 70 AZ I:3:10/US89 AZ U:13:248/SR 93	Historic highway	Near northern terminus	Determined eligible, Criterion D; segment in APE recommended not eligible (see below)	None
AZ N:3:32/Santa Fe Prescott, and Phoenix Railway Line (aka Burlington Northern)	Historic railroad	Parallels US 60 near northern terminus	Determined eligible, Criterion A	None, roadway would be depressed in a tunnel under the railroad
AZ T:7:46 (ASM)	Artifact scatter	Within APE north of Beardsley Road	Determined not eligible	None
AZ FF:9:17/US 80 (currently MC 85)	Historic highway	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion D, segment in APE has not been evaluated	If contributing component, evaluate project impacts and document according to <i>Interim Procedures</i> if appropriate
AZ T:10:84/SPRR Wellton-Phoenix-Eloy Spur	Historic railroad	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion A	None; outfall channel would be piped underneath railroad
AZ T:10:82/ Buckeye Canal	Historic canal	Crossed by Cotton Lane south of Buckeye Road/MC 85	Determined eligible, Criterion A; segment in APE has not been evaluated	None; canal would be spanned by project
AZ T:10:83/ Roosevelt Canal (aka RID 1 in I- 10 ROW per Touchin and Brodbeck 2004)	Historic canal	Within the APE, crossed by I-10 and Cotton Lane	Determined eligible, Criterion A; segment in I-10 ROW determined non- contributing	None
RIDs 2-5, 7 (per Touchin and Brodbeck 2004)	Historic canal segments	Within the APE, various segments cross I-10	Determined not eligible	No further treatment recommended
Bullard Wash (formerly referred to as RID 6)	Field drainage ditch	Within APE	Determined not eligible	No further treatment recommended
AZ T:11:106/ Morocco Ruin	Hohokam village & historic stagecoach station	Bisected by Cotton Lane south of Buckeye Road/ MC 85	Determined eligible, Criterion D	Survey within project limits outside ASM site boundary; if site boundary is expanded, conduct data recovery within project limits.

Grand Avenue (sites V:2:101, CC:2:174, I:3:10, and U:13:248) is a historic highway alignment. According to the Interim Procedures for Treatment of Historic Roads (November 15, 2002), US 60/ US 70/ US 89/ SR 93 is recognized as part of the Historic State Highway System (HSHS). It is considered eligible for inclusion in the NRHP under Criterion D for its potential to yield important information about the development of Arizona's roadways. However, the current configuration of Grand Avenue in the project area dates results from a 1994 realignment. Therefore, the segment in the project area no longer retains its historic characteristics and does not contribute to the NRHP eligibility of the historic alignment, or to the HSHS as a whole.

AZ FF:9:17 (ASM) is the historic alignment of US 80. This highway, which once ran from the New Mexico border to Yuma, is eligible for inclusion in the NRHP under Criterion D; however, the segment of the roadway that is within the current project area has not been formally recorded. FHWA and ADOT recommend that the portion within the project area be evaluated to determine whether it retains any characteristics that contribute to the eligibility of the property as a whole, and to assess potential effects of the proposed undertaking on AZ FF:9:17 (ASM).

The Buckeye Canal, AZ T:10:82(ASM), has been determined eligible for inclusion in the NRHP under Criterion A. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

AZ T:10:83(ASM), the Roosevelt Canal, has been determined eligible for inclusion in the NRHP under Criterion A. However, within the I-10 portion of the APE, the Roosevelt Canal (aka RID 1) is a modern realignment that has been determined to be a non-contributing component to the historic property. The Roosevelt Canal within the Cotton Lane/SR 303 portion of the APE retains integrity and is a contributing component to the historic property. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

Roosevelt Irrigation District (RID) canal segments 2–5 and 7 have been determined ineligible for inclusion in the NRHP. The C&B 2004 inventory report identifies RID 6 as an eligible segment. However, it has subsequently been determined that the canal segment referred to in that report as RID 6 is actually not part of RID, and is rather a privately developed field drainage ditch called Bullard Wash. Bullard Wash was realigned during the construction of I-10 and has been determined ineligible for inclusion in the NRHP.

Morocco Ruin (AZ T:11:106 [ASM]) is a large multicomponent site consisting of a Classic period Hohokam village and a Euro American stage station. The site has recently been subjected to subsurface testing within the limits of its boundaries as defined by the ASM site card. In those locations where testing revealed the presence of intact subsurface features, including a prehistoric cemetery, burial and data recovery investigations were undertaken. The results of the archaeological investigations have been presented in two reports by SWCA Environmental Consultants (SWCA), entitled, *Archaeological Testing at the Morocco Ruin and in a Portion of the Alkali Ruin on the Lakin Property in Goodyear, Maricopa County, Arizona* (Foster et al. 2005) and *Archaeological Burial Recovery at the Morocco Ruin in Goodyear, Maricopa County, Arizona* (Mitchell 2006). FHWA recommends that no further work is warranted within the boundaries of the previous excavations at Morocco Ruin.

However, the Morocco Ruin site map in the SWCA report, *A Class II Inventory and Archaeological Testing Plan for the Lakin Property in Goodyear, Maricopa County, Arizona* (North 2005), indicates the surface artifact scatter associated with Morocco Ruin extends beyond the ASM site boundary, and beyond the limits of the above mentioned testing and data recovery program at the site. Therefore, FHWA recommends that additional subsurface (boundary) testing be conducted within the portion of the APE not previously investigated to determine whether or not the subsurface deposits associated with Morocco Ruin extend beyond the presently defined site boundary.

Neither AZ N:3:32(ASM), the SPRR line, nor AZ T:10:84(ASM), the SPRR Wellton-Phoenix-Eloy Spur, would be adversely affected by this project, because the project would not affect their functions, locations, or designs. AZ N:3:32(ASM) would be temporarily re-routed during project construction, but this will not result in impacts to the qualities that make it a historic property. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on these historic properties.

It is recommended that any previously unsurveyed and undeveloped areas within the APE be subjected to intensive Class III survey. It is also recommended that a programmatic agreement be developed to guide historic preservation compliance for future construction of SR 303 and the associated outfall channel.

FHWA and ADOT are not currently making a determination of project effect for the SR 303 Loop ROW. Please review the enclosed documentation and the information provided in this letter. If you agree with the eligibility recommendations, recommendations for further treatment and additional survey, and the recommendation to develop a programmatic agreement, please indicate your concurrence by signing below. Once the project scope and new ROW have been defined, FHWA/ADOT will continue consultation with your office. If you have any questions or concerns, please feel free to contact James Matthew Mallery at 602-712-6371 or e-mail jmallery@azdot.gov.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosures

cc:

SThomas

JMallery (619E)

SDThomas:cdm



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In Reply Refer To: HOP-AZ
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Initial Section 106 Consultation

Mr. Ron Short
City of Glendale
5850 West Glendale Avenue
Glendale, Arizona 85301

Dear Mr. Short:

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The Entranco report notes that during previous intensive survey within the project corridor (Rodgers 1989) one site was located within the portion of the APE north of I-10. Site AZ T:7:46 (ASM) is an artifact scatter that possibly dates to the Archaic period. This site was previously subjected to archaeological investigations, including complete surface artifact collection and backhoe trenching. No subsurface cultural deposits were encountered during trenching, and the site was recommended to be ineligible for inclusion in the NRHP (Rodgers 1989). No consultation regarding that recommendation was available. Following a field visit conducted by EcoPlan Associates, Inc. (EcoPlan) in 2006, during which no evidence of AZ T:7:46 (ASM) found, the site was determined to be ineligible for inclusion in the National Register of Historic Places (NRHP) (Jacobs to Greenspan, May 9, 2006).

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- The I-10 corridor between Bullard Road and Perryville Road
- A corridor along Cotton Lane, from I-10 to the north bank of the Gila River
- The US 60 corridor, from 163rd Avenue to 0.5 miles north of RH Johnson Boulevard

The C&B inventory found that a number of cultural resources are located within the APE, and that portions of the APE along Cotton Lane, between I-10 and the Gila River, were not previously surveyed.

Subsequent to the Entranco and C&B inventories, Archaeological Consulting Services, Ltd. (ACS) and SWCA Environmental Consultants (SWCA) have conducted surveys south of I-10; these are listed in the above table (Jones and Fangmeier 2004; Lindly 2004b). SWCA also surveyed along Van Buren Street on either side of Cotton Lane (Lindly 2004c) and along a proposed realignment of Northern Avenue on either side of Cotton Lane (Lindly 2004a). These studies were done at the request of MCDOT.

As a result of the various surveys, a number of cultural resources have been identified in the APE. These are summarized in the following table.

ASM Site Number	Site Type	Location	NRHP eligibility	Recommended Treatment
AZ V:2:101/US 60/ Grand Avenue, also AZ CC:2:174/US 70 AZ I:3:10/US89 AZ U:13:248/SR 93	Historic highway	Near northern terminus	Determined eligible, Criterion D; segment in APE recommended not eligible (see below)	None
AZ N:3:32/Santa Fe Prescott, and Phoenix Railway Line (aka Burlington Northern)	Historic railroad	Parallels US 60 near northern terminus	Determined eligible, Criterion A	None, roadway would be depressed in a tunnel under the railroad
AZ T:7:46 (ASM)	Artifact scatter	Within APE north of Beardsley Road	Determined not eligible	None
AZ FF:9:17/US 80 (currently MC 85)	Historic highway	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion D, segment in APE has not been evaluated	If contributing component, evaluate project impacts and document according to <i>Interim Procedures</i> if appropriate
AZ T:10:84/SPRR Wellton-Phoenix-Eloy Spur	Historic railroad	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion A	None; outfall channel would be piped underneath railroad
AZ T:10:82/ Buckeye Canal	Historic canal	Crossed by Cotton Lane south of Buckeye Road/MC 85	Determined eligible, Criterion A; segment in APE has not been evaluated	None; canal would be spanned by project
AZ T:10:83/ Roosevelt Canal (aka RID 1 in I- 10 ROW per Touchin and Brodbeck 2004)	Historic canal	Within the APE, crossed by I-10 and Cotton Lane	Determined eligible, Criterion A; segment in I-10 ROW determined non- contributing	None
RIDs 2-5, 7 (per Touchin and Brodbeck 2004)	Historic canal segments	Within the APE, various segments cross I-10	Determined not eligible	No further treatment recommended
Bullard Wash (formerly referred to as RID 6)	Field drainage ditch	Within APE	Determined not eligible	No further treatment recommended
AZ T:11:106/ Morocco Ruin	Hohokam village & historic stagecoach station	Bisected by Cotton Lane south of Buckeye Road/ MC 85	Determined eligible, Criterion D	Survey within project limits outside ASM site boundary; if site boundary is expanded, conduct data recovery within project limits.

Grand Avenue (sites V:2:101, CC:2:174, I:3:10, and U:13:248) is a historic highway alignment. According to the Interim Procedures for Treatment of Historic Roads (November 15, 2002), US 60/ US 70/ US 89/ SR 93 is recognized as part of the Historic State Highway System (HSHS). It is considered eligible for inclusion in the NRHP under Criterion D for its potential to yield important information about the development of Arizona's roadways. However, the current configuration of Grand Avenue in the project area dates results from a 1994 realignment. Therefore, the segment in the project area no longer retains its historic characteristics and does not contribute to the NRHP eligibility of the historic alignment, or to the HSHS as a whole.

AZ FF:9:17 (ASM) is the historic alignment of US 80. This highway, which once ran from the New Mexico border to Yuma, is eligible for inclusion in the NRHP under Criterion D; however, the segment of the roadway that is within the current project area has not been formally recorded. FHWA and ADOT recommend that the portion within the project area be evaluated to determine whether it retains any characteristics that contribute to the eligibility of the property as a whole, and to assess potential effects of the proposed undertaking on AZ FF:9:17 (ASM).

The Buckeye Canal, AZ T:10:82(ASM), has been determined eligible for inclusion in the NRHP under Criterion A. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

AZ T:10:83(ASM), the Roosevelt Canal, has been determined eligible for inclusion in the NRHP under Criterion A. However, within the I-10 portion of the APE, the Roosevelt Canal (aka RID 1) is a modern realignment that has been determined to be a non-contributing component to the historic property. The Roosevelt Canal within the Cotton Lane/SR 303 portion of the APE retains integrity and is a contributing component to the historic property. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

Roosevelt Irrigation District (RID) canal segments 2-5 and 7 have been determined ineligible for inclusion in the NRHP. The C&B 2004 inventory report identifies RID 6 as an eligible segment. However, it has subsequently been determined that the canal segment referred to in that report as RID 6 is actually not part of RID, and is rather a privately developed field drainage ditch called Bullard Wash. Bullard Wash was realigned during the construction of I-10 and has been determined ineligible for inclusion in the NRHP.

Morocco Ruin (AZ T:11:106 [ASM]) is a large multicomponent site consisting of a Classic period Hohokam village and a Euro American stage station. The site has recently been subjected to subsurface testing within the limits of its boundaries as defined by the ASM site card. In those locations where testing revealed the presence of intact subsurface features, including a prehistoric cemetery, burial and data recovery investigations were undertaken. The results of the archaeological investigations have been presented in two reports by SWCA Environmental Consultants (SWCA), entitled, *Archaeological Testing at the Morocco Ruin and in a Portion of the Alkali Ruin on the Lakin Property in Goodyear, Maricopa County, Arizona* (Foster et al. 2005) and *Archaeological Burial Recovery at the Morocco*

Ruin in Goodyear, Maricopa County, Arizona (Mitchell 2006). FHWA recommends that no further work is warranted within the boundaries of the previous excavations at Morocco Ruin.

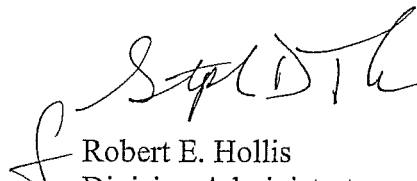
However, the Morocco Ruin site map in the SWCA report, *A Class II Inventory and Archaeological Testing Plan for the Lakin Property in Goodyear, Maricopa County, Arizona* (North 2005), indicates the surface artifact scatter associated with Morocco Ruin extends beyond the ASM site boundary, and beyond the limits of the above mentioned testing and data recovery program at the site. Therefore, FHWA recommends that additional subsurface (boundary) testing be conducted within the portion of the APE not previously investigated to determine whether or not the subsurface deposits associated with Morocco Ruin extend beyond the presently defined site boundary.

Neither AZ N:3:32(ASM), the SPRR line, nor AZ T:10:84(ASM), the SPRR Wellton-Phoenix-Eloy Spur, would be adversely affected by this project, because the project would not affect their functions, locations, or designs. AZ N:3:32(ASM) would be temporarily re-routed during project construction, but this will not result in impacts to the qualities that make it a historic property. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on these historic properties.

It is recommended that any previously unsurveyed and undeveloped areas within the APE be subjected to intensive Class III survey. It is also recommended that a programmatic agreement be developed to guide historic preservation compliance for future construction of SR 303 and the associated outfall channel.

FHWA and ADOT are not currently making a determination of project effect for the SR 303 Loop ROW. Please review the enclosed documentation and the information provided in this letter. If you agree with the eligibility recommendations, recommendations for further treatment and additional survey, and the recommendation to develop a programmatic agreement, please indicate your concurrence by signing below. Once the project scope and new ROW have been defined, FHWA/ADOT will continue consultation with your office. If you have any questions or concerns, please feel free to contact James Matthew Mallery at 602-712-6371 or e-mail jmallery@azdot.gov.

Sincerely yours,


Robert E. Hollis
Division Administrator

 10/06/06

Enclosures

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U.S. Department
of Transportation
**Federal Highway
Administration**

**Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-0674**

October 3, 2006

In Reply Refer To: HOP-AZ
NH 303-A(AFY)
TRACS No. S303 MA 003 H5621 01L
SR 303; I-10 to US 60 Grand Avenue
Initial Section 106 Consultation

Mr. Larry Hendershot, Property Manager
Flood Control District of Maricopa County
2801 West Durango Street
Phoenix, Arizona 85009

Dear Mr. Hendershot:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are proposing corridor improvements to the State Route 303 Loop (SR 303) and the associated roadway drainage system, between Yuma Road (approximately 1.5 miles south of Interstate 10 [I-10]) and US 60 (Grand Avenue), located in the Cities of Goodyear, Glendale, and Surprise as well as unincorporated portions of Maricopa County. As the overall project would employ federal funds, it is considered an undertaking subject to Section 106 review. Currently, FHWA is consulting with you regarding the proposed construction within the corridor.

The land jurisdiction for this project includes Arizona State Trust land administered by the Arizona State Land Department (ASLD), Maricopa County Department of Transportation (MCDOT) right-of-way (ROW), ADOT ROW, and private land. Additionally, the project area crosses lands under the jurisdiction of the City of Goodyear, the City of Glendale, the City of Surprise, and unincorporated Maricopa County. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), MCDOT, ASLD, the City of Glendale, the Flood Control District of Maricopa County (FCDMC), the Salt River Pima-Maricopa Indian Community (SRP-MIC), the Gila River Indian Community (GRIC), the Hopi Tribe, the San Carlos Apache Tribe (SCAT), the Yavapai-Apache Nation (YAN), the Pascua-Yaqui Tribe, and the Yavapai-Prescott Indian Tribe (YPIT).

The overall project would involve corridor improvements to SR 303, the exact scope of which is currently being developed. As currently defined, the area of potential effect (APE) for the project is the entire SR 303 corridor from Yuma Road to the terminus north of US 60 at the Bullard Avenue alignment, along US 60 approximately between 163rd Avenue and R.H. Johnson Boulevard, and along I-10 between Perryville Road and Bullard Avenue. South of Yuma Road, a drainage outfall channel will be constructed on the west side of Cotton Lane south to the Gila River. A map of the proposed project area is enclosed to aid you in your review. New ROW for drainage features and highway construction as well as temporary construction easements are anticipated for this project, but have not yet been identified.



The majority of the APE was previously surveyed for cultural resources for various ADOT and MCDOT projects along the SR 303 corridor, the results of which are documented in a number of reports listed in the following table. The reports are listed from north to south for Cotton Lane/SR 303 and west to east for I-10.

The results of these reports were synthesized in two Class I literature review reports by Entranco, Inc. (Entranco) and Carter & Burgess (C&B). Entranco's Class I inventory was conducted for MCDOT and addressed the original SR 303 project limits from I-10 to US Highway 93 (60). Results are provided in a report entitled *A Class I Cultural Resource Inventory of the State Route 303 Loop Corridor From I-10 to US 93 in Maricopa County, Arizona* (Stubing 2001), a copy of which is enclosed to assist you in your review.

Report Author	Title	Limits in APE
Projects North of Grand Avenue (US 60)		
Adams (1997)	<i>Archaeological Assessment for the Estrella Interim Parkway, North Maricopa County, Arizona</i>	Bullard Avenue alignment to US 60
Howell (1994)	<i>An Archaeological Survey along a Portion of the Estrella Interim Roadway, Maricopa County, Arizona</i>	North of Deer Valley Road to US 60
Projects Along Grand Avenue (US 60)		
Bontrager and Stone (1987)	<i>Cultural Resources Investigations for Two Highway Improvement Projects on Grand Avenue (US 60) between El Mirage and Beardsley Canal</i>	163 rd Avenue to R.H. Johnson Boulevard
Stone (1987)	<i>Supplemental Archaeological Survey for ADOT Project (SMB-002-2-501 (Grand Avenue))</i>	163 rd Avenue to R.H. Johnson Boulevard
Curtis (1989)	<i>Archaeological Survey of an Approximately 24 Mile Long Segment of Grand Avenue (US 60) between El Mirage and Beardsley Canal</i>	163 rd Avenue to R.H. Johnson Boulevard
Foster et al. (1993)	<i>A Class III Cultural Resources Survey of the Electric Lightwave, Inc., Southwest Fibernet Project Fiber Optic Line Right-of-Way from Las Vegas, Nevada to Phoenix, Arizona</i>	163 rd Avenue to R.H. Johnson Boulevard
Hoffman (1988)	Letter report to Ken Kvamme regarding survey along Grand Avenue	Near Deer Valley Road intersection
Projects Within or Crossing Cotton Lane and/or SR 303 ROW		
Rodgers (1989)	<i>Archaeological Survey of the Estrella Freeway Interim Roadway (Loop 303) in Metropolitan Phoenix, Arizona</i>	I-10 to US 60
Rodgers (1990)	<i>An Archaeological Survey of Parcel 1 of the Estrella Freeway Interim Roadway (Loop 303) in Metropolitan Phoenix, Arizona</i>	Southwest of Grand Avenue and northeast of Beardsley Road
Shaw (1999)	<i>Archaeological Survey Southeast of Waddell, Arizona at the Intersection of Cotton Lane and Cactus Road, Maricopa County, Arizona</i>	West side of Cotton Lane, north side of Cactus Road
Rodgers (1991b)	<i>An Archaeological Survey of Parcel 4S of the Estrella Freeway Interim Roadway in North-Central Maricopa County, Arizona</i>	North of Olive Avenue, east of Cotton Lane, 0.5 mi. west of Sarival Avenue
Rogge (September 2002)	<i>Cultural Resource Survey of the Indian School Road, Northern Avenue, and Olive Avenue Intersections With the Loop 303 Expressway, Maricopa County, Arizona: An Addendum Regarding the Burlington Northern Santa Fe Railroad Spur</i>	Burlington Northern Santa Fe Railroad Spur to Olive Avenue
Rogge and Chamorro (2001)	<i>Cultural Resource Survey of the Indian School Road, Northern Avenue and Olive Avenue Intersections with the Loop 303 Expressway, Maricopa County, Arizona</i>	3 intersections: Indian School, Northern, and Olive

Report Author	Title	Limits in APE
Lindly 2004a	<i>An Archaeological Survey of the Loop 303 Expressway and Proposed New Northern Avenue Super Street in Maricopa County, Arizona</i>	Proposed realignment to the north of Northern Avenue
White, Doyel, and Ryan (2002)	<i>A Cultural Resource Survey of Ten Intersections Along the Loop 303 Expressway, Maricopa County, Arizona</i>	10 intersections: <ul style="list-style-type: none"> • Bell Road • Greenway Road • Waddell Road • Cactus Road • Peoria Road • Glendale Avenue • Bethany Home Road • Camelback Road • Thomas Road • McDowell Road
Rodgers (1991a)	<i>An Archaeological Survey of Parcel 8 of the Estrella Freeway Interim Roadway in Goodyear, Arizona</i>	0.35 mi south of Camelback Road
Ellis (1999)	<i>A Cultural Resources Survey of 180 Acres, Thomas Road to I-10, Cotton Lane/Loop 303, in Goodyear, Maricopa County, Arizona</i>	I-10 to Thomas Road
Lindly (2004b)	<i>An Archaeological Survey of the Proposed Loop 303 Expressway (Cotton Lane) South of Interstate 10 to the Gila River in Southwestern Maricopa County, Arizona</i>	I-10 to Gila River
Jones and Fangmeier (2004)	<i>Cultural Resources Assessment of Unsurveyed Portions of Right-of-Way for the Proposed Loop 303 Expressway (Cotton Lane), Interstate 10 to Estrella Parkway, Southwest Maricopa County, Arizona</i>	I-10 to Gila River
Davis et al. (2004)	<i>A Class I Cultural Resources Inventory of Approximately 11.75 Miles for the State Route 303 Loop Corridor in Maricopa County, Arizona</i>	I-10 to Gila River
Lindly (2004c)	<i>An Archaeological Survey of the Intersection of the Proposed Loop 303 Expressway (Cotton Lane) and Van Buren Road in Southwest Maricopa County, Arizona</i>	Along Van Buren Road
Kearns et al. (2001)	<i>An Archaeological Survey of Link Three of the AT&T NextGen/Core Project, Arizona and California</i>	Along RID Canal, which crosses Cotton Lane just south of I-10; also crosses I-10 about 0.5 miles east of Cotton Lane
Marshall (1987)	<i>An Archaeological Survey of Approximately 25 Acres Located Northwest of Cotton Lane and Lower Buckeye Road, Goodyear, Maricopa County, Arizona</i>	West side of Cotton Lane approximately 0.25 miles north of Lower Buckeye Road
Komerska and Breternitz (1955)	<i>Archaeological Survey for Engineering Management, Inc., Yuma and Eastward for Southern Pacific Pipeline</i>	In SPRR/UPRR ROW north of Buckeye Road/MC 85
Doak (1999)	<i>Archaeological Survey for a Proposed Fiber Optic Cable Line from Yuma to Phoenix, Arizona</i>	In SPRR/UPRR ROW north of Buckeye Road/MC 85
Madsen (1987)	Letter report 94290	One parcel between Southern Avenue and the Gila River on the west side of Cotton Lane
Projects Within or Crossing I-10 ROW		
O'Brien et al. (1987)	<i>Cultural Resources Technical Report for the US Telecom FiberOptic Cable Project from San Timoteo, CA to Socorro, TX: The Arizona Segment</i>	Along I-10

Report Author	Title	Limits in APE
Touchin and Brodbeck (2004)	<i>A Cultural Resources Survey along the Interstate 10 Corridor from SR 85 to the Loop 101 Freeway (MP 112.20 to 134.0), Maricopa County, Arizona</i>	Along I-10
Larkin and Giacobbe (1998)	<i>A Cultural Resources Assessment for the Arizona Department of Transportation of Ten Locations in the Phoenix District along I-10 at Mileposts 124.70, 133.70, 141.68, 151.18, 157.74, 162.38, and along I-17 at Mileposts 195.93 and 216.00, and Along SR 51 at Mileposts 3.32 and 5.57, Maricopa County, Arizona</i>	On I-10 at Cotton Lane
Garcia and Lewenstein (1998)	<i>Cultural Resource Survey for the Estrella Parkway and MC 85 Projects, Maricopa County</i>	Along Estrella Parkway north and south of I-10
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However, the Morocco Ruin site map in the SWCA report, *A Class II Inventory and Archaeological Testing Plan for the Lakin Property in Goodyear, Maricopa County, Arizona* (North 2005), indicates the surface artifact scatter associated with Morocco Ruin extends beyond the ASM site boundary, and beyond the limits of the above mentioned testing and data recovery program at the site. Therefore, FHWA recommends that additional subsurface (boundary) testing be conducted within the portion of the APE not previously investigated to determine whether or not the subsurface deposits associated with Morocco Ruin extend beyond the presently defined site boundary.

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FHWA and ADOT are not currently making a determination of project effect for the SR 303 Loop ROW. Please review the enclosed documentation and the information provided in this letter. If you agree with the eligibility recommendations, recommendations for further treatment and additional survey, and the recommendation to develop a programmatic agreement, please indicate your concurrence by signing below. Once the project scope and new ROW have been defined, FHWA/ADOT will continue consultation with your office. If you have any questions or concerns, please feel free to contact James Matthew Mallery at 602-712-6371 or e-mail jmallery@azdot.gov.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosures

cc:

SDThomas

JMallery (619E)

SDThomas:cdm



U.S. Department
of Transportation
Federal Highway
Administration

Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-0674

October 3, 2006

In Reply Refer To: HOP-AZ
NH 303-A(AFY)

TRACS No. S303 MA 003 H5621 01L
SR 303; I-10 to US 60 Grand Avenue
Initial Section 106 Consultation

Mr. Brian Kenny
Environmental Program Manager
Maricopa County Department of Transportation
2901 West Durango Street
Phoenix, Arizona 85009

Dear Mr. Kenny:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are proposing corridor improvements to the State Route 303 Loop (SR 303) and the associated roadway drainage system, between Yuma Road (approximately 1.5 miles south of Interstate 10 [I-10]) and US 60 (Grand Avenue), located in the Cities of Goodyear, Glendale, and Surprise as well as unincorporated portions of Maricopa County. As the overall project would employ federal funds, it is considered an undertaking subject to Section 106 review. Currently, FHWA is consulting with you regarding the proposed construction within the corridor.

The land jurisdiction for this project includes Arizona State Trust land administered by the Arizona State Land Department (ASLD), Maricopa County Department of Transportation (MCDOT) right-of-way (ROW), ADOT ROW, and private land. Additionally, the project area crosses lands under the jurisdiction of the City of Goodyear, the City of Glendale, the City of Surprise, and unincorporated Maricopa County. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), MCDOT, ASLD, the City of Glendale, the Flood Control District of Maricopa County (FCDMC), the Salt River Pima-Maricopa Indian Community (SRP-MIC), the Gila River Indian Community (GRIC), the Hopi Tribe, the San Carlos Apache Tribe (SCAT), the Yavapai-Apache Nation (YAN), the Pascua-Yaqui Tribe, and the Yavapai-Prescott Indian Tribe (YPIT).

The overall project would involve corridor improvements to SR 303, the exact scope of which is currently being developed. As currently defined, the area of potential effect (APE) for the project is the entire SR 303 corridor from Yuma Road to the terminus north of US 60 at the Bullard Avenue alignment, along US 60 approximately between 163rd Avenue and R.H. Johnson Boulevard, and along I-10 between Perryville Road and Bullard Avenue. South of Yuma Road, a drainage outfall channel will be constructed on the west side of Cotton Lane south to the Gila River. A map of the proposed project area is enclosed to aid you in your review. New ROW for drainage features and highway construction as well as temporary construction easements are anticipated for this project, but have not yet been identified.



The majority of the APE was previously surveyed for cultural resources for various ADOT and MCDOT projects along the SR 303 corridor, the results of which are documented in a number of reports listed in the following table. The reports are listed from north to south for Cotton Lane/SR 303 and west to east for I-10.

The results of these reports were synthesized in two Class I literature review reports by Entranco, Inc. (Entranco) and Carter & Burgess (C&B). Entranco's Class I inventory was conducted for MCDOT and addressed the original SR 303 project limits from I-10 to US Highway 93 (60). Results are provided in a report entitled *A Class I Cultural Resource Inventory of the State Route 303 Loop Corridor From I-10 to US 93 in Maricopa County, Arizona* (Stubing 2001), a copy of which is enclosed to assist you in your review.

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Madsen (1987)	Letter report 94290	One parcel between Southern Avenue and the Gila River on the west side of Cotton Lane
Projects Within or Crossing I-10 ROW		
O'Brien et al. (1987)	<i>Cultural Resources Technical Report for the US Telecom Fiber Optic Cable Project from San Timoteo, CA to Socorro, TX: The Arizona Segment</i>	Along I-10

Report Author	Title	Limits in APE
Touchin and Brodbeck (2004)	<i>A Cultural Resources Survey along the Interstate 10 Corridor from SR 85 to the Loop 101 Freeway (MP 112.20 to 134.0), Maricopa County, Arizona</i>	Along I-10
Larkin and Giacobbe (1998)	<i>A Cultural Resources Assessment for the Arizona Department of Transportation of Ten Locations in the Phoenix District along I-10 at Mileposts 124.70, 133.70, 141.68, 151.18, 157.74, 162.38, and along I-17 at Mileposts 195.93 and 216.00, and Along SR 51 at Mileposts 3.32 and 5.57, Maricopa County, Arizona</i>	On I-10 at Cotton Lane
Garcia and Lewenstein (1998)	<i>Cultural Resource Survey for the Estrella Parkway and MC 85 Projects, Maricopa County</i>	Along Estrella Parkway north and south of I-10
Brodbeck and Silverman (2006)	<i>A National Register Eligibility Assessment of the Bullard Wash Drainage Ditch, Interstate 10, Milepost 127.17, Maricopa County, Arizona</i>	Crosses I-10 between Estrella Parkway and Bullard Road

The Entranco report notes that during previous intensive survey within the project corridor (Rodgers 1989) one site was located within the portion of the APE north of I-10. Site AZ T:7:46 (ASM) is an artifact scatter that possibly dates to the Archaic period. This site was previously subjected to archaeological investigations, including complete surface artifact collection and backhoe trenching. No subsurface cultural deposits were encountered during trenching, and the site was recommended to be ineligible for inclusion in the NRHP (Rodgers 1989). No consultation regarding that recommendation was available. Following a field visit conducted by EcoPlan Associates, Inc. (EcoPlan) in 2006, during which no evidence of AZ T:7:46 (ASM) found, the site was determined to be ineligible for inclusion in the National Register of Historic Places (NRHP) (Jacobs to Greenspan, May 9, 2006).

During the 1989 survey of the project area, Rodgers (1989) identified five discontinuous earthen-banked channel segments, which he concluded were insignificant and not eligible for inclusion in the NRHP. As no consultation was on file for that recommendation, EcoPlan attempted to relocate the channel segments during the 2006 field visit in order to reevaluate them. The project area in that vicinity has been extensively developed, and no evidence of the channel segments was found. Consultation following the field visit resulted in the determination that the channel segments, apparently having been destroyed by modern development, are not eligible for inclusion in the NRHP (Jacobs to Greenspan, May 9, 2006).

The second Class I inventory, prepared by C&B, is entitled *A Class I Cultural Resources Inventory of Approximately 11.75 Miles for the State Route 303 Loop Corridor in Maricopa County, Arizona* (Davis, Turner, and Montero 2004); a copy is enclosed to assist you in your review. The C&B report, also conducted for MCDOT, addressed the extended SR 303 project limits. These include the following areas:

- The I-10 corridor between Bullard Road and Perryville Road
- A corridor along Cotton Lane, from I-10 to the north bank of the Gila River
- The US 60 corridor, from 163rd Avenue to 0.5 miles north of RH Johnson Boulevard

The C&B inventory found that a number of cultural resources are located within the APE, and that portions of the APE along Cotton Lane, between I-10 and the Gila River, were not previously surveyed.

Subsequent to the Entranco and C&B inventories, Archaeological Consulting Services, Ltd. (ACS) and SWCA Environmental Consultants (SWCA) have conducted surveys south of I-10; these are listed in the above table (Jones and Fangmeier 2004; Lindly 2004b). SWCA also surveyed along Van Buren Street on either side of Cotton Lane (Lindly 2004c) and along a proposed realignment of Northern Avenue on either side of Cotton Lane (Lindly 2004a). These studies were done at the request of MCDOT.

As a result of the various surveys, a number of cultural resources have been identified in the APE. These are summarized in the following table.

ASM Site Number	Site Type	Location	NRHP eligibility	Recommended Treatment
AZ V:2:101/US 60/ Grand Avenue, also AZ CC:2:174/US 70 AZ I:3:10/US89 AZ U:13:248/SR 93	Historic highway	Near northern terminus	Determined eligible, Criterion D; segment in APE recommended not eligible (see below)	None
AZ N:3:32/Santa Fe Prescott, and Phoenix Railway Line (aka Burlington Northern)	Historic railroad	Parallels US 60 near northern terminus	Determined eligible, Criterion A	None, roadway would be depressed in a tunnel under the railroad
AZ T:7:46 (ASM)	Artifact scatter	Within APE north of Beardsley Road	Determined not eligible	None
AZ FF:9:17/US 80 (currently MC 85)	Historic highway	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion D, segment in APE has not been evaluated	If contributing component, evaluate project impacts and document according to <i>Interim Procedures</i> if appropriate
AZ T:10:84/SPRR Wellton-Phoenix-Eloy Spur	Historic railroad	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion A	None; outfall channel would be piped underneath railroad
AZ T:10:82/ Buckeye Canal	Historic canal	Crossed by Cotton Lane south of Buckeye Road/MC 85	Determined eligible, Criterion A; segment in APE has not been evaluated	None; canal would be spanned by project
AZ T:10:83/ Roosevelt Canal (aka RID 1 in I- 10 ROW per Touchin and Brodbeck 2004)	Historic canal	Within the APE, crossed by I-10 and Cotton Lane	Determined eligible, Criterion A; segment in I-10 ROW determined non- contributing	None
RIDs 2-5, 7 (per Touchin and Brodbeck 2004)	Historic canal segments	Within the APE, various segments cross I-10	Determined not eligible	No further treatment recommended
Bullard Wash (formerly referred to as RID 6)	Field drainage ditch	Within APE	Determined not eligible	No further treatment recommended
AZ T:11:106/ Morocco Ruin	Hohokam village & historic stagecoach station	Bisected by Cotton Lane south of Buckeye Road/ MC 85	Determined eligible, Criterion D	Survey within project limits outside ASM site boundary; if site boundary is expanded, conduct data recovery within project limits.

Grand Avenue (sites V:2:101, CC:2:174, I:3:10, and U:13:248) is a historic highway alignment. According to the Interim Procedures for Treatment of Historic Roads (November 15, 2002), US 60/ US 70/ US 89/ SR 93 is recognized as part of the Historic State Highway System (HSHS). It is considered eligible for inclusion in the NRHP under Criterion D for its potential to yield important information about the development of Arizona's roadways. However, the current configuration of Grand Avenue in the project area dates results from a 1994 realignment. Therefore, the segment in the project area no longer retains its historic characteristics and does not contribute to the NRHP eligibility of the historic alignment, or to the HSHS as a whole.

AZ FF:9:17 (ASM) is the historic alignment of US 80. This highway, which once ran from the New Mexico border to Yuma, is eligible for inclusion in the NRHP under Criterion D; however, the segment of the roadway that is within the current project area has not been formally recorded. FHWA and ADOT recommend that the portion within the project area be evaluated to determine whether it retains any characteristics that contribute to the eligibility of the property as a whole, and to assess potential effects of the proposed undertaking on AZ FF:9:17 (ASM).

The Buckeye Canal, AZ T:10:82(ASM), has been determined eligible for inclusion in the NRHP under Criterion A. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

AZ T:10:83(ASM), the Roosevelt Canal, has been determined eligible for inclusion in the NRHP under Criterion A. However, within the I-10 portion of the APE, the Roosevelt Canal (aka RID 1) is a modern realignment that has been determined to be a non-contributing component to the historic property. The Roosevelt Canal within the Cotton Lane/SR 303 portion of the APE retains integrity and is a contributing component to the historic property. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

Roosevelt Irrigation District (RID) canal segments 2-5 and 7 have been determined ineligible for inclusion in the NRHP. The C&B 2004 inventory report identifies RID 6 as an eligible segment. However, it has subsequently been determined that the canal segment referred to in that report as RID 6 is actually not part of RID, and is rather a privately developed field drainage ditch called Bullard Wash. Bullard Wash was realigned during the construction of I-10 and has been determined ineligible for inclusion in the NRHP.

Morocco Ruin (AZ T:11:106 [ASM]) is a large multicomponent site consisting of a Classic period Hohokam village and a Euro American stage station. The site has recently been subjected to subsurface testing within the limits of its boundaries as defined by the ASM site card. In those locations where testing revealed the presence of intact subsurface features, including a prehistoric cemetery, burial and data recovery investigations were undertaken. The results of the archaeological investigations have been presented in two reports by SWCA Environmental Consultants (SWCA), entitled, *Archaeological Testing at the Morocco Ruin and in a Portion of the Alkali Ruin on the Lakin Property in Goodyear, Maricopa County, Arizona* (Foster et al. 2005) and *Archaeological Burial Recovery at the Morocco*

Ruin in Goodyear, Maricopa County, Arizona (Mitchell 2006). FHWA recommends that no further work is warranted within the boundaries of the previous excavations at Morocco Ruin.

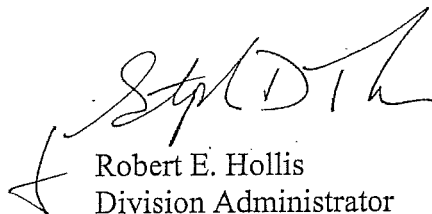
However, the Morocco Ruin site map in the SWCA report, *A Class II Inventory and Archaeological Testing Plan for the Lakin Property in Goodyear, Maricopa County, Arizona* (North 2005), indicates the surface artifact scatter associated with Morocco Ruin extends beyond the ASM site boundary, and beyond the limits of the above mentioned testing and data recovery program at the site. Therefore, FHWA recommends that additional subsurface (boundary) testing be conducted within the portion of the APE not previously investigated to determine whether or not the subsurface deposits associated with Morocco Ruin extend beyond the presently defined site boundary.

Neither AZ N:3:32(ASM), the SPRR line, nor AZ T:10:84(ASM), the SPRR Wellton-Phoenix-Eloy Spur, would be adversely affected by this project, because the project would not affect their functions, locations, or designs. AZ N:3:32(ASM) would be temporarily re-routed during project construction, but this will not result in impacts to the qualities that make it a historic property. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on these historic properties.

It is recommended that any previously unsurveyed and undeveloped areas within the APE be subjected to intensive Class III survey. It is also recommended that a programmatic agreement be developed to guide historic preservation compliance for future construction of SR 303 and the associated outfall channel.

FHWA and ADOT are not currently making a determination of project effect for the SR 303 Loop ROW. Please review the enclosed documentation and the information provided in this letter. If you agree with the eligibility recommendations, recommendations for further treatment and additional survey, and the recommendation to develop a programmatic agreement, please indicate your concurrence by signing below. Once the project scope and new ROW have been defined, FHWA/ADOT will continue consultation with your office. If you have any questions or concerns, please feel free to contact James Matthew Mallery at 602-712-6371 or e-mail jmallery@azdot.gov.

Sincerely yours,


Robert E. Hollis
Division Administrator

Enclosures

I agree with the recommendation for further treatment, additional survey, & development of a "PA" ~ Brian Kenny for MCDOT.

Please note typo on Pg 3 of your letter.

Please note that location of Morocco Ruin / Undeclared Cultural Site



U.S. Department
of Transportation
Federal Highway
Administration

SHPO- 2006-2221(30949)

Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-0674

October 3, 2006

In Reply Refer To: HOP-AZ
NH 303-A(AFY)

TRACS No. S303 MA 003 H5621 01L
SR 303; I-10 to US 60 Grand Avenue
Initial Section 106 Consultation

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1300 West Washington Street
Phoenix, Arizona 85007

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are proposing corridor improvements to the State Route 303 Loop (SR 303) and the associated roadway drainage system, between Yuma Road (approximately 1.5 miles south of Interstate 10 [I-10]) and US 60 (Grand Avenue), located in the Cities of Goodyear, Glendale, and Surprise as well as unincorporated portions of Maricopa County. As the overall project would employ federal funds, it is considered an undertaking subject to Section 106 review. Currently, FHWA is consulting with you regarding the proposed construction within the corridor.

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O'Brien et al. (1987)	<i>Cultural Resources Technical Report for the US Telecom FiberOptic Cable Project from San Timoteo, CA to Socorro, TX: The Arizona Segment</i>	Along I-10

Report Author	Title	Limits in APE
Touchin and Brodbeck (2004)	<i>A Cultural Resources Survey along the Interstate 10 Corridor from SR 85 to the Loop 101 Freeway (MP 112.20 to 134.0), Maricopa County, Arizona</i>	Along I-10
Larkin and Giacobbe (1998)	<i>A Cultural Resources Assessment for the Arizona Department of Transportation of Ten Locations in the Phoenix District along I-10 at Mileposts 124.70, 133.70, 141.68, 151.18, 157.74, 162.38, and along I-17 at Mileposts 195.93 and 216.00, and Along SR 51 at Mileposts 3.32 and 5.57, Maricopa County, Arizona</i>	On I-10 at Cotton Lane
Garcia and Lewenstein (1998)	<i>Cultural Resource Survey for the Estrella Parkway and MC 85 Projects, Maricopa County</i>	Along Estrella Parkway north and south of I-10
Brodbeck and Silverman (2006)	<i>A National Register Eligibility Assessment of the Bullard Wash Drainage Ditch, Interstate 10, Milepost 127.17, Maricopa County, Arizona</i>	Crosses I-10 between Estrella Parkway and Bullard Road

The Entranco report notes that during previous intensive survey within the project corridor (Rodgers 1989) one site was located within the portion of the APE north of I-10. Site AZ T:7:46 (ASM) is an artifact scatter that possibly dates to the Archaic period. This site was previously subjected to archaeological investigations, including complete surface artifact collection and backhoe trenching. No subsurface cultural deposits were encountered during trenching, and the site was recommended to be ineligible for inclusion in the NRHP (Rodgers 1989). No consultation regarding that recommendation was available. Following a field visit conducted by EcoPlan Associates, Inc. (EcoPlan) in 2006, during which no evidence of AZ T:7:46 (ASM) found, the site was determined to be ineligible for inclusion in the National Register of Historic Places (NRHP) (Jacobs to Greenspan, May 9, 2006).

During the 1989 survey of the project area, Rodgers (1989) identified five discontinuous earthen-banked channel segments, which he concluded were insignificant and not eligible for inclusion in the NRHP. As no consultation was on file for that recommendation, EcoPlan attempted to relocate the channel segments during the 2006 field visit in order to reevaluate them. The project area in that vicinity has been extensively developed, and no evidence of the channel segments was found. Consultation following the field visit resulted in the determination that the channel segments, apparently having been destroyed by modern development, are not eligible for inclusion in the NRHP (Jacobs to Greenspan, May 9, 2006).

The second Class I inventory, prepared by C&B, is entitled *A Class I Cultural Resources Inventory of Approximately 11.75 Miles for the State Route 303 Loop Corridor in Maricopa County, Arizona* (Davis, Turner, and Montero 2004); a copy is enclosed to assist you in your review. The C&B report, also conducted for MCDOT, addressed the extended SR 303 project limits. These include the following areas:

- The I-10 corridor between Bullard Road and Perryville Road
- A corridor along Cotton Lane, from I-10 to the north bank of the Gila River
- The US 60 corridor, from 163rd Avenue to 0.5 miles north of RH Johnson Boulevard

The C&B inventory found that a number of cultural resources are located within the APE, and that portions of the APE along Cotton Lane, between I-10 and the Gila River, were not previously surveyed.

Subsequent to the Entranco and C&B inventories, Archaeological Consulting Services, Ltd. (ACS) and SWCA Environmental Consultants (SWCA) have conducted surveys south of I-10; these are listed in the above table (Jones and Fangmeier 2004; Lindly 2004b). SWCA also surveyed along Van Buren Street on either side of Cotton Lane (Lindly 2004c) and along a proposed realignment of Northern Avenue on either side of Cotton Lane (Lindly 2004a). These studies were done at the request of MCDOT.

As a result of the various surveys, a number of cultural resources have been identified in the APE. These are summarized in the following table.

ASM Site Number	Site Type	Location	NRHP eligibility	Recommended Treatment
AZ V:2:101/US 60/ Grand Avenue, also AZ CC:2:174/US 70 AZ I:3:10/US89 AZ U:13:248/SR 93	Historic highway	Near northern terminus	Determined eligible, Criterion D; segment in APE recommended not eligible (see below)	None
AZ N:3:32/Santa Fe Prescott, and Phoenix Railway Line (aka Burlington Northern)	Historic railroad	Parallels US 60 near northern terminus	Determined eligible, Criterion A	None, roadway would be depressed in a tunnel under the railroad
AZ T:7:46 (ASM)	Artifact scatter	Within APE north of Beardsley Road	Determined not eligible; <i>tested</i>	None
AZ FF:9:17/US 80 (currently MC 85)	Historic highway	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion D, segment in APE has not been evaluated	If contributing component, evaluate project impacts and document according to <i>Interim Procedures</i> if appropriate
AZ T:10:84/SPRR Wellton-Phoenix-Eloy Spur	Historic railroad	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion A	None; outfall channel would be piped underneath railroad
AZ T:10:82/ Buckeye Canal	Historic canal	Crossed by Cotton Lane south of Buckeye Road/MC 85	Determined eligible, Criterion A; segment in APE has not been evaluated	None; canal would be spanned by project
AZ T:10:83/ Roosevelt Canal (aka RID 1 in I- 10 ROW per Touchin and Brodbeck 2004)	Historic canal	Within the APE, crossed by I-10 and Cotton Lane	Determined eligible, Criterion A; segment in I-10 ROW determined non- contributing	None
RIDs 2-5, 7 (per Touchin and Brodbeck 2004)	Historic canal segments	Within the APE, various segments cross I-10	Determined not eligible	No further treatment recommended
Bullard Wash (formerly referred to as RID 6)	Field drainage ditch	Within APE	Determined not eligible	No further treatment recommended
AZ T:11:106/ Morocco Ruin	Hohokam village & historic stagecoach station	Bisected by Cotton Lane south of Buckeye Road/ MC 85	Determined eligible, Criterion D	Survey within project limits outside ASM site boundary; if site boundary is expanded, conduct data recovery within project limits.

Grand Avenue (sites V:2:101, CC:2:174, I:3:10, and U:13:248) is a historic highway alignment. According to the Interim Procedures for Treatment of Historic Roads (November 15, 2002), US 60/ US 70/ US 89/ SR 93 is recognized as part of the Historic State Highway System (HSHS). It is considered eligible for inclusion in the NRHP under Criterion D for its potential to yield important information about the development of Arizona's roadways. However, the current configuration of Grand Avenue in the project area dates results from a 1994 realignment. Therefore, the segment in the project area no longer retains its historic characteristics and does not contribute to the NRHP eligibility of the historic alignment, or to the HSHS as a whole.

AZ FF:9:17 (ASM) is the historic alignment of US 80. This highway, which once ran from the New Mexico border to Yuma, is eligible for inclusion in the NRHP under Criterion D; however, the segment of the roadway that is within the current project area has not been formally recorded. FHWA and ADOT recommend that the portion within the project area be evaluated to determine whether it retains any characteristics that contribute to the eligibility of the property as a whole, and to assess potential effects of the proposed undertaking on AZ FF:9:17 (ASM).

The Buckeye Canal, AZ T:10:82(ASM), has been determined eligible for inclusion in the NRHP under Criterion A. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

AZ T:10:83(ASM), the Roosevelt Canal, has been determined eligible for inclusion in the NRHP under Criterion A. However, within the I-10 portion of the APE, the Roosevelt Canal (aka RID 1) is a modern realignment that has been determined to be a non-contributing component to the historic property. The Roosevelt Canal within the Cotton Lane/SR 303 portion of the APE retains integrity and is a contributing component to the historic property. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

Roosevelt Irrigation District (RID) canal segments 2–5 and 7 have been determined ineligible for inclusion in the NRHP. The C&B 2004 inventory report identifies RID 6 as an eligible segment. However, it has subsequently been determined that the canal segment referred to in that report as RID 6 is actually not part of RID, and is rather a privately developed field drainage ditch called Bullard Wash. Bullard Wash was realigned during the construction of I-10 and has been determined ineligible for inclusion in the NRHP.

Morocco Ruin (AZ T:11:106 [ASM]) is a large multicomponent site consisting of a Classic period Hohokam village and a Euro American stage station. The site has recently been subjected to subsurface testing within the limits of its boundaries as defined by the ASM site card. In those locations where testing revealed the presence of intact subsurface features, including a prehistoric cemetery, burial and data recovery investigations were undertaken. The results of the archaeological investigations have been presented in two reports by SWCA Environmental Consultants (SWCA), entitled, *Archaeological Testing at the Morocco Ruin and in a Portion of the Alkali Ruin on the Lakin Property in Goodyear, Maricopa County, Arizona* (Foster et al. 2005) and *Archaeological Burial Recovery at the Morocco*

Ruin in Goodyear, Maricopa County, Arizona (Mitchell 2006). FHWA recommends that no further work is warranted within the boundaries of the previous excavations at Morocco Ruin.

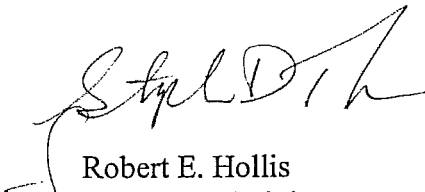
However, the Morocco Ruin site map in the SWCA report, *A Class II Inventory and Archaeological Testing Plan for the Lakin Property in Goodyear, Maricopa County, Arizona* (North 2005), indicates the surface artifact scatter associated with Morocco Ruin extends beyond the ASM site boundary, and beyond the limits of the above mentioned testing and data recovery program at the site. Therefore, FHWA recommends that additional subsurface (boundary) testing be conducted within the portion of the APE not previously investigated to determine whether or not the subsurface deposits associated with Morocco Ruin extend beyond the presently defined site boundary.

Neither AZ N:3:32(ASM), the SPRR line, nor AZ T:10:84(ASM), the SPRR Wellton-Phoenix-Eloy Spur, would be adversely affected by this project, because the project would not affect their functions, locations, or designs. AZ N:3:32(ASM) would be temporarily re-routed during project construction, but this will not result in impacts to the qualities that make it a historic property. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on these historic properties.

It is recommended that any previously unsurveyed and undeveloped areas within the APE be subjected to intensive Class III survey. It is also recommended that a programmatic agreement be developed to guide historic preservation compliance for future construction of SR 303 and the associated outfall channel.

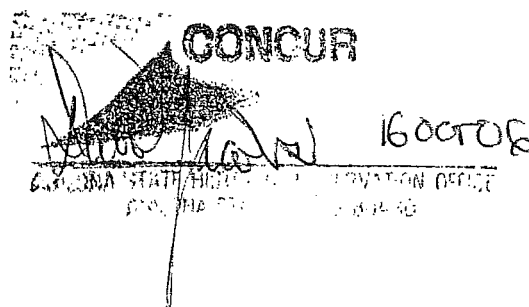
FHWA and ADOT are not currently making a determination of project effect for the SR 303 Loop ROW. Please review the enclosed documentation and the information provided in this letter. If you agree with the eligibility recommendations, recommendations for further treatment and additional survey, and the recommendation to develop a programmatic agreement, please indicate your concurrence by signing below. Once the project scope and new ROW have been defined, FHWA/ADOT will continue consultation with your office. If you have any questions or concerns, please feel free to contact James Matthew Mallery at 602-712-6371 or e-mail jmallery@azdot.gov.

Sincerely yours,



Robert E. Hollis
Division Administrator

Enclosures



CC: J.M. Mallery, ADOT



U.S. Department
of Transportation
Federal Highway
Administration

Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-0674

October 3, 2006

In Reply Refer To: HOP-AZ
NH 303-A(AFY)
TRACS No. S303 MA 003 H5621 01L
SR 303; I-10 to US 60 Grand Avenue
Initial Section 106 Consultation

Mr. William Rhodes, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85247

Dear Governor Rhodes:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are proposing corridor improvements to the State Route 303 Loop (SR 303) and the associated roadway drainage system, between Yuma Road (approximately 1.5 miles south of Interstate 10 [I-10]) and US 60 (Grand Avenue), located in the Cities of Goodyear, Glendale, and Surprise as well as unincorporated portions of Maricopa County. As the overall project would employ federal funds, it is considered an undertaking subject to Section 106 review. Currently, FHWA is consulting with you regarding the proposed construction within the corridor.

The land jurisdiction for this project includes Arizona State Trust land administered by the Arizona State Land Department (ASLD), Maricopa County Department of Transportation (MCDOT) right-of-way (ROW), ADOT ROW, and private land. Additionally, the project area crosses lands under the jurisdiction of the City of Goodyear, the City of Glendale, the City of Surprise, and unincorporated Maricopa County. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), MCDOT, ASLD, the City of Glendale, the Flood Control District of Maricopa County (FCDMC), the Salt River Pima-Maricopa Indian Community (SRP-MIC), the Gila River Indian Community (GRIC), the Hopi Tribe, the San Carlos Apache Tribe (SCAT), the Yavapai-Apache Nation (YAN), the Pascua-Yaqui Tribe, and the Yavapai-Prescott Indian Tribe (YPIT).

The overall project would involve corridor improvements to SR 303, the exact scope of which is currently being developed. As currently defined, the area of potential effect (APE) for the project is the entire SR 303 corridor from Yuma Road to the terminus north of US 60 at the Bullard Avenue alignment, along US 60 approximately between 163rd Avenue and R.H. Johnson Boulevard, and along I-10 between Perryville Road and Bullard Avenue. South of Yuma Road, a drainage outfall channel will be constructed on the west side of Cotton Lane south to the Gila River. A map of the proposed project area is enclosed to aid you in your review. New ROW for drainage features and highway construction as well as temporary construction easements are anticipated for this project, but have not yet been identified.

The majority of the APE was previously surveyed for cultural resources for various ADOT and MCDOT projects along the SR 303 corridor, the results of which are documented in a number of



reports listed in the following table. The reports are listed from north to south for Cotton Lane/SR 303 and west to east for I-10.

The results of these reports were synthesized in two Class I literature review reports by Entranco, Inc. (Entranco) and Carter & Burgess (C&B). Entranco's Class I inventory was conducted for MCDOT and addressed the original SR 303 project limits from I-10 to US Highway 93 (60). Results are provided in a report entitled *A Class I Cultural Resource Inventory of the State Route 303 Loop Corridor From I-10 to US 93 in Maricopa County, Arizona* (Stubing 2001), a copy of which is enclosed to assist you in your review.

Report Author	Title	Limits in APE
Projects North of Grand Avenue (US 60)		
Adams (1997)	<i>Archaeological Assessment for the Estrella Interim Parkway, North Maricopa County, Arizona</i>	Bullard Avenue alignment to US 60
Howell (1994)	<i>An Archaeological Survey along a Portion of the Estrella Interim Roadway, Maricopa County, Arizona</i>	North of Deer Valley Road to US 60
Projects Along Grand Avenue (US 60)		
Bontrager and Stone (1987)	<i>Cultural Resources Investigations for Two Highway Improvement Projects on Grand Avenue (US 60) between El Mirage and Beardsley Canal</i>	163 rd Avenue to R.H. Johnson Boulevard
Stone (1987)	<i>Supplemental Archaeological Survey for ADOT Project (SMB-002-2-501 (Grand Avenue))</i>	163 rd Avenue to R.H. Johnson Boulevard
Curtis (1989)	<i>Archaeological Survey of an Approximately 24 Mile Long Segment of Grand Avenue (US 60) between El Mirage and Beardsley Canal</i>	163 rd Avenue to R.H. Johnson Boulevard
Foster et al. (1993)	<i>A Class III Cultural Resources Survey of the Electric Lightwave, Inc., Southwest Fibernet Project Fiber Optic Line Right-of-Way from Las Vegas, Nevada to Phoenix, Arizona</i>	163 rd Avenue to R.H. Johnson Boulevard
Hoffman (1988)	Letter report to Ken Kvamme regarding survey along Grand Avenue	Near Deer Valley Road intersection
Projects Within or Crossing Cotton Lane and/or SR 303 ROW		
Rodgers (1989)	<i>Archaeological Survey of the Estrella Freeway Interim Roadway (Loop 303) in Metropolitan Phoenix, Arizona</i>	I-10 to US 60
Rodgers (1990)	<i>An Archaeological Survey of Parcel 1 of the Estrella Freeway Interim Roadway (Loop 303) in Metropolitan Phoenix, Arizona</i>	Southwest of Grand Avenue and northeast of Beardsley Road
Shaw (1999)	<i>Archaeological Survey Southeast of Waddell, Arizona at the Intersection of Cotton Lane and Cactus Road, Maricopa County, Arizona</i>	West side of Cotton Lane, north side of Cactus Road
Rodgers (1991b)	<i>An Archaeological Survey of Parcel 4S of the Estrella Freeway Interim Roadway in North-Central Maricopa County, Arizona</i>	North of Olive Avenue, east of Cotton Lane, 0.5 mi. west of Sarival Avenue
Rogge (September 2002)	<i>Cultural Resource Survey of the Indian School Road, Northern Avenue, and Olive Avenue Intersections With the Loop 303 Expressway, Maricopa County, Arizona: An Addendum Regarding the Burlington Northern Santa Fe Railroad Spur</i>	Burlington Northern Santa Fe Railroad Spur to Olive Avenue
Rogge and Chamorro (2001)	<i>Cultural Resource Survey of the Indian School Road, Northern Avenue and Olive Avenue Intersections with the Loop 303 Expressway, Maricopa County, Arizona</i>	3 intersections: Indian School, Northern, and Olive
Lindly 2004a	<i>An Archaeological Survey of the Loop 303 Expressway and Proposed New Northern Avenue Super Street in Maricopa County, Arizona</i>	Proposed realignment to the north of Northern Avenue

Report Author	Title	Limits in APE
White, Doyel, and Ryan (2002)	<i>A Cultural Resource Survey of Ten Intersections Along the Loop 303 Expressway, Maricopa County, Arizona</i>	10 intersections: <ul style="list-style-type: none"> • Bell Road • Greenway Road • Waddell Road • Cactus Road • Peoria Road • Glendale Avenue • Bethany Home Road • Camelback Road • Thomas Road • McDowell Road
Rodgers (1991a)	<i>An Archaeological Survey of Parcel 8 of the Estrella Freeway Interim Roadway in Goodyear, Arizona</i>	0.35 mi south of Camelback Road
Ellis (1999)	<i>A Cultural Resources Survey of 180 Acres, Thomas Road to I-10, Cotton Lane/Loop 303, in Goodyear, Maricopa County, Arizona</i>	I-10 to Thomas Road
Lindly (2004b)	<i>An Archaeological Survey of the Proposed Loop 303 Expressway (Cotton Lane) South of Interstate 10 to the Gila River in Southwestern Maricopa County, Arizona</i>	I-10 to Gila River
Jones and Fangmeier (2004)	<i>Cultural Resources Assessment of Unsurveyed Portions of Right-of-Way for the Proposed Loop 303 Expressway (Cotton Lane), Interstate 10 to Estrella Parkway, Southwest Maricopa County, Arizona</i>	I-10 to Gila River
Davis et al. (2004)	<i>A Class I Cultural Resources Inventory of Approximately 11.75 Miles for the State Route 303 Loop Corridor in Maricopa County, Arizona</i>	I-10 to Gila River
Lindly (2004c)	<i>An Archaeological Survey of the Intersection of the Proposed Loop 303 Expressway (Cotton Lane) and Van Buren Road in Southwest Maricopa County, Arizona</i>	Along Van Buren Road
Kearns et al. (2001)	<i>An Archaeological Survey of Link Three of the AT&T NextGen/Core Project, Arizona and California</i>	Along RID Canal, which crosses Cotton Lane just south of I-10; also crosses I-10 about 0.5 miles east of Cotton Lane
Marshall (1987)	<i>An Archaeological Survey of Approximately 25 Acres Located Northwest of Cotton Lane and Lower Buckeye Road, Goodyear, Maricopa County, Arizona</i>	West side of Cotton Lane approximately 0.25 miles north of Lower Buckeye Road
Komerska and Breternitz (1955)	<i>Archaeological Survey for Engineering Management, Inc., Yuma and Eastward for Southern Pacific Pipeline</i>	In SPRR/UPRR ROW north of Buckeye Road/MC 85
Doak (1999)	<i>Archaeological Survey for a Proposed Fiber Optic Cable Line from Yuma to Phoenix, Arizona</i>	In SPRR/UPRR ROW north of Buckeye Road/MC 85
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AZ T:10:82/ Buckeye Canal	Historic canal	Crossed by Cotton Lane south of Buckeye Road/MC 85	Determined eligible, Criterion A; segment in APE has not been evaluated	None; canal would be spanned by project
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Bullard Wash (formerly referred to as RID 6)	Field drainage ditch	Within APE	Determined not eligible	No further treatment recommended
AZ T:11:106/ Morocco Ruin	Hohokam village & historic stagecoach station	Bisected by Cotton Lane south of Buckeye Road/ MC 85	Determined eligible, Criterion D	Survey within project limits outside ASM site boundary; if site boundary is expanded, conduct data recovery within project limits.

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Morocco Ruin (AZ T:11:106 [ASM]) is a large multicomponent site consisting of a Classic period Hohokam village and a Euro American stage station. The site has recently been subjected to subsurface testing within the limits of its boundaries as defined by the ASM site card. In those locations where testing revealed the presence of intact subsurface features, including a prehistoric cemetery, burial and data recovery investigations were undertaken. The results of the archaeological investigations have been presented in two reports by SWCA Environmental Consultants (SWCA), entitled, *Archaeological Testing at the Morocco Ruin and in a Portion of the Alkali Ruin on the Lakin Property in Goodyear, Maricopa County, Arizona* (Foster et al. 2005) and *Archaeological Burial Recovery at the Morocco Ruin in Goodyear, Maricopa County, Arizona* (Mitchell 2006). FHWA recommends that no further work is warranted within the boundaries of the previous excavations at Morocco Ruin.

However, the Morocco Ruin site map in the SWCA report, *A Class II Inventory and Archaeological Testing Plan for the Lakin Property in Goodyear, Maricopa County, Arizona* (North 2005), indicates

the surface artifact scatter associated with Morocco Ruin extends beyond the ASM site boundary, and beyond the limits of the above mentioned testing and data recovery program at the site. Therefore, FHWA recommends that additional subsurface (boundary) testing be conducted within the portion of the APE not previously investigated to determine whether or not the subsurface deposits associated with Morocco Ruin extend beyond the presently defined site boundary.

Neither AZ N:3:32(ASM), the SPRR line, nor AZ T:10:84(ASM), the SPRR Wellton-Phoenix-Eloy Spur, would be adversely affected by this project, because the project would not affect their functions, locations, or designs. AZ N:3:32(ASM) would be temporarily re-routed during project construction, but this will not result in impacts to the qualities that make it a historic property. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on these historic properties.

It is recommended that any previously unsurveyed and undeveloped areas within the APE be subjected to intensive Class III survey. It is also recommended that a programmatic agreement be developed to guide historic preservation compliance for future construction of SR 303 and the associated outfall channel.

FHWA and ADOT are not currently making a determination of project effect for the SR 303 Loop ROW. Please review the enclosed documentation and the information provided in this letter. If you agree with the eligibility recommendations, recommendations for further treatment and additional survey, and the recommendation to develop a programmatic agreement, please indicate your concurrence by signing below. Once the project scope and new ROW have been defined, FHWA/ADOT will continue consultation with your office.

At this time, FHWA is also inquiring whether you have any concerns regarding historic properties of religious or cultural importance to your community within the project corridor. If you have such concerns, any information you might provide would be considered in the project planning. If you have any questions or concerns, please feel free to contact James Matthew Mallery at 602-712-6371 or e-mail jmallery@azdot.gov.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosures

cc:

J. A. Darling, Coordinator, Cultural Resource Management Program, Gila River Indian Community, P.O. Box 2140, Sacaton, AZ 85247 (with enclosures)

B. Lewis, Cultural Resource Specialist, Gila River Indian Community, P.O. Box E, Sacaton, AZ 85247 (with enclosures)

SThomas

JMallery (619E)

SDThomas:cdm



U.S. Department
of Transportation
Federal Highway
Administration

Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-0674

October 3, 2006

In Reply Refer To: HOP-AZ
NH 303-A(AFY)
TRACS No. S303 MA 003 H5621 01L
SR 303; I-10 to US 60 Grand Avenue
Initial Section 106 Consultation

Mr. Lee Kuwanwisiwma
Cultural Preservation Office
Hopi Tribe
P.O. Box 123
Kykotsmovi, Arizona 86039

Dear Mr. Kuwanwisiwma:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are proposing corridor improvements to the State Route 303 Loop (SR 303) and the associated roadway drainage system, between Yuma Road (approximately 1.5 miles south of Interstate 10 [I-10]) and US 60 (Grand Avenue), located in the Cities of Goodyear, Glendale, and Surprise as well as unincorporated portions of Maricopa County. As the overall project would employ federal funds, it is considered an undertaking subject to Section 106 review. Currently, FHWA is consulting with you regarding the proposed construction within the corridor.

The land jurisdiction for this project includes Arizona State Trust land administered by the Arizona State Land Department (ASLD), Maricopa County Department of Transportation (MCDOT) right-of-way (ROW), ADOT ROW, and private land. Additionally, the project area crosses lands under the jurisdiction of the City of Goodyear, the City of Glendale, the City of Surprise, and unincorporated Maricopa County. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), MCDOT, ASLD, the City of Glendale, the Flood Control District of Maricopa County (FCDMC), the Salt River Pima-Maricopa Indian Community (SRP-MIC), the Gila River Indian Community (GRIC), the Hopi Tribe, the San Carlos Apache Tribe (SCAT), the Yavapai-Apache Nation (YAN), the Pascua-Yaqui Tribe, and the Yavapai-Prescott Indian Tribe (YPIT).

The overall project would involve corridor improvements to SR 303, the exact scope of which is currently being developed. As currently defined, the area of potential effect (APE) for the project is the entire SR 303 corridor from Yuma Road to the terminus north of US 60 at the Bullard Avenue alignment, along US 60 approximately between 163rd Avenue and R.H. Johnson Boulevard, and along I-10 between Perryville Road and Bullard Avenue. South of Yuma Road, a drainage outfall channel will be constructed on the west side of Cotton Lane south to the Gila River. A map of the proposed project area is enclosed to aid you in your review. New ROW for drainage features and highway construction as well as temporary construction easements are anticipated for this project, but have not yet been identified.



The majority of the APE was previously surveyed for cultural resources for various ADOT and MCDOT projects along the SR 303 corridor, the results of which are documented in a number of reports listed in the following table. The reports are listed from north to south for Cotton Lane/SR 303 and west to east for I-10.

The results of these reports were synthesized in two Class I literature review reports by Entranco, Inc. (Entranco) and Carter & Burgess (C&B). Entranco's Class I inventory was conducted for MCDOT and addressed the original SR 303 project limits from I-10 to US Highway 93 (60). Results are provided in a report entitled *A Class I Cultural Resource Inventory of the State Route 303 Loop Corridor From I-10 to US 93 in Maricopa County, Arizona* (Stubing 2001), a copy of which is enclosed to assist you in your review.

Report Author	Title	Limits in APE
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Hoffman (1988)	Letter report to Ken Kvamme regarding survey along Grand Avenue	Near Deer Valley Road intersection
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Rodgers (1990)	<i>An Archaeological Survey of Parcel 1 of the Estrella Freeway Interim Roadway (Loop 303) in Metropolitan Phoenix, Arizona</i>	Southwest of Grand Avenue and northeast of Beardsley Road
Shaw (1999)	<i>Archaeological Survey Southeast of Waddell, Arizona at the Intersection of Cotton Lane and Cactus Road, Maricopa County, Arizona</i>	West side of Cotton Lane, north side of Cactus Road
Rodgers (1991b)	<i>An Archaeological Survey of Parcel 4S of the Estrella Freeway Interim Roadway in North-Central Maricopa County, Arizona</i>	North of Olive Avenue, east of Cotton Lane, 0.5 mi. west of Sarival Avenue
Rogge (September 2002)	<i>Cultural Resource Survey of the Indian School Road, Northern Avenue, and Olive Avenue Intersections With the Loop 303 Expressway, Maricopa County, Arizona: An Addendum Regarding the Burlington Northern Santa Fe Railroad Spur</i>	Burlington Northern Santa Fe Railroad Spur to Olive Avenue
Rogge and Chamorro (2001)	<i>Cultural Resource Survey of the Indian School Road, Northern Avenue and Olive Avenue Intersections with the Loop 303 Expressway, Maricopa County, Arizona</i>	3 intersections: Indian School, Northern, and Olive

Report Author	Title	Limits in APE
Lindly 2004a	<i>An Archaeological Survey of the Loop 303 Expressway and Proposed New Northern Avenue Super Street in Maricopa County, Arizona</i>	Proposed realignment to the north of Northern Avenue
White, Doyel, and Ryan (2002)	<i>A Cultural Resource Survey of Ten Intersections Along the Loop 303 Expressway, Maricopa County, Arizona</i>	10 intersections: <ul style="list-style-type: none"> • Bell Road • Greenway Road • Waddell Road • Cactus Road • Peoria Road • Glendale Avenue • Bethany Home Road • Camelback Road • Thomas Road • McDowell Road
Rodgers (1991a)	<i>An Archaeological Survey of Parcel 8 of the Estrella Freeway Interim Roadway in Goodyear, Arizona</i>	0.35 mi south of Camelback Road
Ellis (1999)	<i>A Cultural Resources Survey of 180 Acres, Thomas Road to I-10, Cotton Lane/Loop 303, in Goodyear, Maricopa County, Arizona</i>	I-10 to Thomas Road
Lindly (2004b)	<i>An Archaeological Survey of the Proposed Loop 303 Expressway (Cotton Lane) South of Interstate 10 to the Gila River in Southwestern Maricopa County, Arizona</i>	I-10 to Gila River
Jones and Fangmeier (2004)	<i>Cultural Resources Assessment of Unsurveyed Portions of Right-of-Way for the Proposed Loop 303 Expressway (Cotton Lane), Interstate 10 to Estrella Parkway, Southwest Maricopa County, Arizona</i>	I-10 to Gila River
Davis et al. (2004)	<i>A Class I Cultural Resources Inventory of Approximately 11.75 Miles for the State Route 303 Loop Corridor in Maricopa County, Arizona</i>	I-10 to Gila River
Lindly (2004c)	<i>An Archaeological Survey of the Intersection of the Proposed Loop 303 Expressway (Cotton Lane) and Van Buren Road in Southwest Maricopa County, Arizona</i>	Along Van Buren Road
Kearns et al. (2001)	<i>An Archaeological Survey of Link Three of the AT&T NextGen/Core Project, Arizona and California</i>	Along RID Canal, which crosses Cotton Lane just south of I-10; also crosses I-10 about 0.5 miles east of Cotton Lane
Marshall (1987)	<i>An Archaeological Survey of Approximately 25 Acres Located Northwest of Cotton Lane and Lower Buckeye Road, Goodyear, Maricopa County, Arizona</i>	West side of Cotton Lane approximately 0.25 miles north of Lower Buckeye Road
Komerska and Breternitz (1955)	<i>Archaeological Survey for Engineering Management, Inc., Yuma and Eastward for Southern Pacific Pipeline</i>	In SPRR/UPRR ROW north of Buckeye Road/MC 85
Doak (1999)	<i>Archaeological Survey for a Proposed Fiber Optic Cable Line from Yuma to Phoenix, Arizona</i>	In SPRR/UPRR ROW north of Buckeye Road/MC 85
Madsen (1987)	Letter report 94290	One parcel between Southern Avenue and the Gila River on the west side of Cotton Lane
Projects Within or Crossing I-10 ROW		
O'Brien et al. (1987)	<i>Cultural Resources Technical Report for the US Telecom FiberOptic Cable Project from San Timoteo, CA to Socorro, TX: The Arizona Segment</i>	Along I-10

Report Author	Title	Limits in APE
Touchin and Brodbeck (2004)	<i>A Cultural Resources Survey along the Interstate 10 Corridor from SR 85 to the Loop 101 Freeway (MP 112.20 to 134.0), Maricopa County, Arizona</i>	Along I-10
Larkin and Giacobbe (1998)	<i>A Cultural Resources Assessment for the Arizona Department of Transportation of Ten Locations in the Phoenix District along I-10 at Mileposts 124.70, 133.70, 141.68, 151.18, 157.74, 162.38, and along I-17 at Mileposts 195.93 and 216.00, and Along SR 51 at Mileposts 3.32 and 5.57, Maricopa County, Arizona</i>	On I-10 at Cotton Lane
Garcia and Lewenstein (1998)	<i>Cultural Resource Survey for the Estrella Parkway and MC 85 Projects, Maricopa County</i>	Along Estrella Parkway north and south of I-10
Brodbeck and Silverman (2006)	<i>A National Register Eligibility Assessment of the Bullard Wash Drainage Ditch, Interstate 10, Milepost 127.17, Maricopa County, Arizona</i>	Crosses I-10 between Estrella Parkway and Bullard Road

The Entranco report notes that during previous intensive survey within the project corridor (Rodgers 1989) one site was located within the portion of the APE north of I-10. Site AZ T:7:46 (ASM) is an artifact scatter that possibly dates to the Archaic period. This site was previously subjected to archaeological investigations, including complete surface artifact collection and backhoe trenching. No subsurface cultural deposits were encountered during trenching, and the site was recommended to be ineligible for inclusion in the NRHP (Rodgers 1989). No consultation regarding that recommendation was available. Following a field visit conducted by EcoPlan Associates, Inc. (EcoPlan) in 2006, during which no evidence of AZ T:7:46 (ASM) found, the site was determined to be ineligible for inclusion in the National Register of Historic Places (NRHP) (Jacobs to Greenspan, May 9, 2006).

During the 1989 survey of the project area, Rodgers (1989) identified five discontinuous earthen-banked channel segments, which he concluded were insignificant and not eligible for inclusion in the NRHP. As no consultation was on file for that recommendation, EcoPlan attempted to relocate the channel segments during the 2006 field visit in order to reevaluate them. The project area in that vicinity has been extensively developed, and no evidence of the channel segments was found. Consultation following the field visit resulted in the determination that the channel segments, apparently having been destroyed by modern development, are not eligible for inclusion in the NRHP (Jacobs to Greenspan, May 9, 2006).

The second Class I inventory, prepared by C&B, is entitled *A Class I Cultural Resources Inventory of Approximately 11.75 Miles for the State Route 303 Loop Corridor in Maricopa County, Arizona* (Davis, Turner, and Montero 2004); a copy is enclosed to assist you in your review. The C&B report, also conducted for MCDOT, addressed the extended SR 303 project limits. These include the following areas:

- The I-10 corridor between Bullard Road and Perryville Road
- A corridor along Cotton Lane, from I-10 to the north bank of the Gila River
- The US 60 corridor, from 163rd Avenue to 0.5 miles north of RH Johnson Boulevard

The C&B inventory found that a number of cultural resources are located within the APE, and that portions of the APE along Cotton Lane, between I-10 and the Gila River, were not previously surveyed.

Subsequent to the Entranco and C&B inventories, Archaeological Consulting Services, Ltd. (ACS) and SWCA Environmental Consultants (SWCA) have conducted surveys south of I-10; these are listed in the above table (Jones and Fangmeier 2004; Lindly 2004b). SWCA also surveyed along Van Buren Street on either side of Cotton Lane (Lindly 2004c) and along a proposed realignment of Northern Avenue on either side of Cotton Lane (Lindly 2004a). These studies were done at the request of MCDOT.

As a result of the various surveys, a number of cultural resources have been identified in the APE. These are summarized in the following table.

ASM Site Number	Site Type	Location	NRHP eligibility	Recommended Treatment
AZ V:2:101/US 60/ Grand Avenue, also AZ CC:2:174/US 70 AZ I:3:10/US89 AZ U:13:248/SR 93	Historic highway	Near northern terminus	Determined eligible, Criterion D; segment in APE recommended not eligible (see below)	None
AZ N:3:32/Santa Fe Prescott, and Phoenix Railway Line (aka Burlington Northern)	Historic railroad	Parallels US 60 near northern terminus	Determined eligible, Criterion A	None, roadway would be depressed in a tunnel under the railroad
AZ T:7:46 (ASM)	Artifact scatter	Within APE north of Beardsley Road	Determined not eligible	None
AZ FF:9:17/US 80 (currently MC 85)	Historic highway	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion D, segment in APE has not been evaluated	If contributing component, evaluate project impacts and document according to <i>Interim Procedures</i> if appropriate
AZ T:10:84/SPRR Wellton-Phoenix-Eloy Spur	Historic railroad	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion A	None; outfall channel would be piped underneath railroad
AZ T:10:82/ Buckeye Canal	Historic canal	Crossed by Cotton Lane south of Buckeye Road/MC 85	Determined eligible, Criterion A; segment in APE has not been evaluated	None; canal would be spanned by project
AZ T:10:83/ Roosevelt Canal (aka RID 1 in I- 10 ROW per Touchin and Brodbeck 2004)	Historic canal	Within the APE, crossed by I-10 and Cotton Lane	Determined eligible, Criterion A; segment in I-10 ROW determined non- contributing	None
RIDs 2–5, 7 (per Touchin and Brodbeck 2004)	Historic canal segments	Within the APE, various segments cross I-10	Determined not eligible	No further treatment recommended
Bullard Wash (formerly referred to as RID 6)	Field drainage ditch	Within APE	Determined not eligible	No further treatment recommended
AZ T:11:106/ Morocco Ruin	Hohokam village & historic stagecoach station	Bisected by Cotton Lane south of Buckeye Road/ MC 85	Determined eligible, Criterion D	Survey within project limits outside ASM site boundary; if site boundary is expanded, conduct data recovery within project limits.

Grand Avenue (sites V:2:101, CC:2:174, I:3:10, and U:13:248) is a historic highway alignment. According to the Interim Procedures for Treatment of Historic Roads (November 15, 2002), US 60/ US 70/ US 89/ SR 93 is recognized as part of the Historic State Highway System (HSHS). It is considered eligible for inclusion in the NRHP under Criterion D for its potential to yield important information about the development of Arizona's roadways. However, the current configuration of Grand Avenue in the project area dates results from a 1994 realignment. Therefore, the segment in the project area no longer retains its historic characteristics and does not contribute to the NRHP eligibility of the historic alignment, or to the HSHS as a whole.

AZ FF:9:17 (ASM) is the historic alignment of US 80. This highway, which once ran from the New Mexico border to Yuma, is eligible for inclusion in the NRHP under Criterion D; however, the segment of the roadway that is within the current project area has not been formally recorded. FHWA and ADOT recommend that the portion within the project area be evaluated to determine whether it retains any characteristics that contribute to the eligibility of the property as a whole, and to assess potential effects of the proposed undertaking on AZ FF:9:17 (ASM).

The Buckeye Canal, AZ T:10:82(ASM), has been determined eligible for inclusion in the NRHP under Criterion A. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

AZ T:10:83(ASM), the Roosevelt Canal, has been determined eligible for inclusion in the NRHP under Criterion A. However, within the I-10 portion of the APE, the Roosevelt Canal (aka RID 1) is a modern realignment that has been determined to be a non-contributing component to the historic property. The Roosevelt Canal within the Cotton Lane/SR 303 portion of the APE retains integrity and is a contributing component to the historic property. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

Roosevelt Irrigation District (RID) canal segments 2-5 and 7 have been determined ineligible for inclusion in the NRHP. The C&B 2004 inventory report identifies RID 6 as an eligible segment. However, it has subsequently been determined that the canal segment referred to in that report as RID 6 is actually not part of RID, and is rather a privately developed field drainage ditch called Bullard Wash. Bullard Wash was realigned during the construction of I-10 and has been determined ineligible for inclusion in the NRHP.

Morocco Ruin (AZ T:11:106 [ASM]) is a large multicomponent site consisting of a Classic period Hohokam village and a Euro American stage station. The site has recently been subjected to subsurface testing within the limits of its boundaries as defined by the ASM site card. In those locations where testing revealed the presence of intact subsurface features, including a prehistoric cemetery, burial and data recovery investigations were undertaken. The results of the archaeological investigations have been presented in two reports by SWCA Environmental Consultants (SWCA), entitled, *Archaeological Testing at the Morocco Ruin and in a Portion of the Alkali Ruin on the Lakin Property in Goodyear, Maricopa County, Arizona* (Foster et al. 2005) and *Archaeological Burial Recovery at the Morocco Ruin in Goodyear, Maricopa County, Arizona* (Mitchell 2006). FHWA recommends that no further work is warranted within the boundaries of the previous excavations at Morocco Ruin.

However, the Morocco Ruin site map in the SWCA report, *A Class II Inventory and Archaeological Testing Plan for the Lakin Property in Goodyear, Maricopa County, Arizona* (North 2005), indicates the surface artifact scatter associated with Morocco Ruin extends beyond the ASM site boundary, and beyond the limits of the above mentioned testing and data recovery program at the site. Therefore, FHWA recommends that additional subsurface (boundary) testing be conducted within the portion of the APE not previously investigated to determine whether or not the subsurface deposits associated with Morocco Ruin extend beyond the presently defined site boundary.

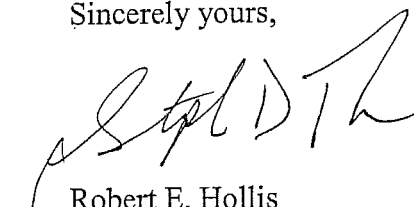
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It is recommended that any previously unsurveyed and undeveloped areas within the APE be subjected to intensive Class III survey. It is also recommended that a programmatic agreement be developed to guide historic preservation compliance for future construction of SR 303 and the associated outfall channel.

FHWA and ADOT are not currently making a determination of project effect for the SR 303 Loop ROW. Please review the enclosed documentation and the information provided in this letter. If you agree with the eligibility recommendations, recommendations for further treatment and additional survey, and the recommendation to develop a programmatic agreement, please indicate your concurrence by signing below. Once the project scope and new ROW have been defined, FHWA/ADOT will continue consultation with your office.

At this time, FHWA is also inquiring whether you have any concerns regarding historic properties of religious or cultural importance to your community within the project corridor. If you have such concerns, any information you might provide would be considered in the project planning. If you have any questions or concerns, please feel free to contact James Matthew Mallery at 602-712-6371 or e-mail jmallery@azdot.gov.

Sincerely yours,


Robert E. Hollis
Division Administrator

2007 OCT 16 AM 7:22

Enclosures

Project for Leigh Kucinskiwka 10/13/06



U.S. Department
of Transportation
Federal Highway
Administration

Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-0674

October 3, 2006

In Reply Refer To: HOP-AZ
NH 303-A(AFY)

TRACS No. S303 MA 003 H5621 01L
SR 303; I-10 to US 60 Grand Avenue
Initial Section 106 Consultation

Ms. Herminia Frias, Chair
Pascua Yaqui Tribe
7474 South Camino de Oeste
Tucson, Arizona 85746

Dear Chairperson Frias:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are proposing corridor improvements to the State Route 303 Loop (SR 303) and the associated roadway drainage system, between Yuma Road (approximately 1.5 miles south of Interstate 10 [I-10]) and US 60 (Grand Avenue), located in the Cities of Goodyear, Glendale, and Surprise as well as unincorporated portions of Maricopa County. As the overall project would employ federal funds, it is considered an undertaking subject to Section 106 review. Currently, FHWA is consulting with you regarding the proposed construction within the corridor.

The land jurisdiction for this project includes Arizona State Trust land administered by the Arizona State Land Department (ASLD), Maricopa County Department of Transportation (MCDOT) right-of-way (ROW), ADOT ROW, and private land. Additionally, the project area crosses lands under the jurisdiction of the City of Goodyear, the City of Glendale, the City of Surprise, and unincorporated Maricopa County. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), MCDOT, ASLD, the City of Glendale, the Flood Control District of Maricopa County (FCDMC), the Salt River Pima-Maricopa Indian Community (SRP-MIC), the Gila River Indian Community (GRIC), the Hopi Tribe, the San Carlos Apache Tribe (SCAT), the Yavapai-Apache Nation (YAN), the Pascua-Yaqui Tribe, and the Yavapai-Prescott Indian Tribe (YPIT).

The overall project would involve corridor improvements to SR 303, the exact scope of which is currently being developed. As currently defined, the area of potential effect (APE) for the project is the entire SR 303 corridor from Yuma Road to the terminus north of US 60 at the Bullard Avenue alignment, along US 60 approximately between 163rd Avenue and R.H. Johnson Boulevard, and along I-10 between Perryville Road and Bullard Avenue. South of Yuma Road, a drainage outfall channel will be constructed on the west side of Cotton Lane south to the Gila River. A map of the proposed project area is enclosed to aid you in your review. New ROW for drainage features and highway construction as well as temporary construction easements are anticipated for this project, but have not yet been identified.



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Rodgers (1991a)	<i>An Archaeological Survey of Parcel 8 of the Estrella Freeway Interim Roadway in Goodyear, Arizona</i>	0.35 mi south of Camelback Road
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Lindly (2004b)	<i>An Archaeological Survey of the Proposed Loop 303 Expressway (Cotton Lane) South of Interstate 10 to the Gila River in Southwestern Maricopa County, Arizona</i>	I-10 to Gila River
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Madsen (1987)	Letter report 94290	One parcel between Southern Avenue and the Gila River on the west side of Cotton Lane
Projects Within or Crossing I-10 ROW		
O'Brien et al. (1987)	<i>Cultural Resources Technical Report for the US Telecom Fiber Optic Cable Project from San Timoteo, CA to Socorro, TX: The Arizona Segment</i>	Along I-10

Report Author	Title	Limits in APE
Touchin and Brodbeck (2004)	<i>A Cultural Resources Survey along the Interstate 10 Corridor from SR 85 to the Loop 101 Freeway (MP 112.20 to 134.0), Maricopa County, Arizona</i>	Along I-10
Larkin and Giacobbe (1998)	<i>A Cultural Resources Assessment for the Arizona Department of Transportation of Ten Locations in the Phoenix District along I-10 at Mileposts 124.70, 133.70, 141.68, 151.18, 157.74, 162.38, and along I-17 at Mileposts 195.93 and 216.00, and Along SR 51 at Mileposts 3.32 and 5.57, Maricopa County, Arizona</i>	On I-10 at Cotton Lane
Garcia and Lewenstein (1998)	<i>Cultural Resource Survey for the Estrella Parkway and MC 85 Projects, Maricopa County</i>	Along Estrella Parkway north and south of I-10
Brodbeck and Silverman (2006)	<i>A National Register Eligibility Assessment of the Bullard Wash Drainage Ditch, Interstate 10, Milepost 127.17, Maricopa County, Arizona</i>	Crosses I-10 between Estrella Parkway and Bullard Road

The Entranco report notes that during previous intensive survey within the project corridor (Rodgers 1989) one site was located within the portion of the APE north of I-10. Site AZ T:7:46 (ASM) is an artifact scatter that possibly dates to the Archaic period. This site was previously subjected to archaeological investigations, including complete surface artifact collection and backhoe trenching. No subsurface cultural deposits were encountered during trenching, and the site was recommended to be ineligible for inclusion in the NRHP (Rodgers 1989). No consultation regarding that recommendation was available. Following a field visit conducted by EcoPlan Associates, Inc. (EcoPlan) in 2006, during which no evidence of AZ T:7:46 (ASM) found, the site was determined to be ineligible for inclusion in the National Register of Historic Places (NRHP) (Jacobs to Greenspan, May 9, 2006).

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- The I-10 corridor between Bullard Road and Perryville Road
- A corridor along Cotton Lane, from I-10 to the north bank of the Gila River
- The US 60 corridor, from 163rd Avenue to 0.5 miles north of RH Johnson Boulevard

The C&B inventory found that a number of cultural resources are located within the APE, and that portions of the APE along Cotton Lane, between I-10 and the Gila River, were not previously surveyed.

Subsequent to the Entranco and C&B inventories, Archaeological Consulting Services, Ltd. (ACS) and SWCA Environmental Consultants (SWCA) have conducted surveys south of I-10; these are listed in the above table (Jones and Fangmeier 2004; Lindly 2004b). SWCA also surveyed along Van Buren Street on either side of Cotton Lane (Lindly 2004c) and along a proposed realignment of Northern Avenue on either side of Cotton Lane (Lindly 2004a). These studies were done at the request of MCDOT.

As a result of the various surveys, a number of cultural resources have been identified in the APE. These are summarized in the following table.

ASM Site Number	Site Type	Location	NRHP eligibility	Recommended Treatment
AZ V:2:101/US 60/ Grand Avenue, also AZ CC:2:174/US 70 AZ I:3:10/US89 AZ U:13:248/SR 93	Historic highway	Near northern terminus	Determined eligible, Criterion D; segment in APE recommended not eligible (see below)	None
AZ N:3:32/Santa Fe Prescott, and Phoenix Railway Line (aka Burlington Northern)	Historic railroad	Parallels US 60 near northern terminus	Determined eligible, Criterion A	None, roadway would be depressed in a tunnel under the railroad
AZ T:7:46 (ASM)	Artifact scatter	Within APE north of Beardsley Road	Determined not eligible	None
AZ FF:9:17/US 80 (currently MC 85)	Historic highway	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion D, segment in APE has not been evaluated	If contributing component, evaluate project impacts and document according to <i>Interim Procedures</i> if appropriate
AZ T:10:84/SPRR Wellton-Phoenix-Eloy Spur	Historic railroad	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion A	None; outfall channel would be piped underneath railroad
AZ T:10:82/ Buckeye Canal	Historic canal	Crossed by Cotton Lane south of Buckeye Road/MC 85	Determined eligible, Criterion A; segment in APE has not been evaluated	None; canal would be spanned by project
AZ T:10:83/ Roosevelt Canal (aka RID 1 in I- 10 ROW per Touchin and Brodbeck 2004)	Historic canal	Within the APE, crossed by I-10 and Cotton Lane	Determined eligible, Criterion A; segment in I-10 ROW determined non- contributing	None
RIDs 2–5, 7 (per Touchin and Brodbeck 2004)	Historic canal segments	Within the APE, various segments cross I-10	Determined not eligible	No further treatment recommended
Bullard Wash (formerly referred to as RID 6)	Field drainage ditch	Within APE	Determined not eligible	No further treatment recommended
AZ T:11:106/ Morocco Ruin	Hohokam village & historic stagecoach station	Bisected by Cotton Lane south of Buckeye Road/ MC 85	Determined eligible, Criterion D	Survey within project limits outside ASM site boundary; if site boundary is expanded, conduct data recovery within project limits.

Grand Avenue (sites V:2:101, CC:2:174, I:3:10, and U:13:248) is a historic highway alignment. According to the Interim Procedures for Treatment of Historic Roads (November 15, 2002), US 60/ US 70/ US 89/ SR 93 is recognized as part of the Historic State Highway System (SHHS). It is considered eligible for inclusion in the NRHP under Criterion D for its potential to yield important information about the development of Arizona's roadways. However, the current configuration of Grand Avenue in the project area dates results from a 1994 realignment. Therefore, the segment in the project area no longer retains its historic characteristics and does not contribute to the NRHP eligibility of the historic alignment, or to the SHHS as a whole.

AZ FF:9:17 (ASM) is the historic alignment of US 80. This highway, which once ran from the New Mexico border to Yuma, is eligible for inclusion in the NRHP under Criterion D; however, the segment of the roadway that is within the current project area has not been formally recorded. FHWA and ADOT recommend that the portion within the project area be evaluated to determine whether it retains any characteristics that contribute to the eligibility of the property as a whole, and to assess potential effects of the proposed undertaking on AZ FF:9:17 (ASM).

The Buckeye Canal, AZ T:10:82(ASM), has been determined eligible for inclusion in the NRHP under Criterion A. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

AZ T:10:83(ASM), the Roosevelt Canal, has been determined eligible for inclusion in the NRHP under Criterion A. However, within the I-10 portion of the APE, the Roosevelt Canal (aka RID 1) is a modern realignment that has been determined to be a non-contributing component to the historic property. The Roosevelt Canal within the Cotton Lane/SR 303 portion of the APE retains integrity and is a contributing component to the historic property. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

Roosevelt Irrigation District (RID) canal segments 2-5 and 7 have been determined ineligible for inclusion in the NRHP. The C&B 2004 inventory report identifies RID 6 as an eligible segment. However, it has subsequently been determined that the canal segment referred to in that report as RID 6 is actually not part of RID, and is rather a privately developed field drainage ditch called Bullard Wash. Bullard Wash was realigned during the construction of I-10 and has been determined ineligible for inclusion in the NRHP.

Morocco Ruin (AZ T:11:106 [ASM]) is a large multicomponent site consisting of a Classic period Hohokam village and a Euro American stage station. The site has recently been subjected to subsurface testing within the limits of its boundaries as defined by the ASM site card. In those locations where testing revealed the presence of intact subsurface features, including a prehistoric cemetery, burial and data recovery investigations were undertaken. The results of the archaeological investigations have been presented in two reports by SWCA Environmental Consultants (SWCA), entitled, *Archaeological Testing at the Morocco Ruin and in a Portion of the Alkali Ruin on the Lakin Property in Goodyear, Maricopa County, Arizona* (Foster et al, 2005) and *Archaeological Burial Recovery at the Morocco Ruin in Goodyear, Maricopa County, Arizona* (Mitchell 2006). FHWA recommends that no further work is warranted within the boundaries of the previous excavations at Morocco Ruin.

However, the Morocco Ruin site map in the SWCA report, *A Class II Inventory and Archaeological Testing Plan for the Lakin Property in Goodyear, Maricopa County, Arizona* (North 2005), indicates the surface artifact scatter associated with Morocco Ruin extends beyond the ASM site boundary, and beyond the limits of the above mentioned testing and data recovery program at the site. Therefore, FHWA recommends that additional subsurface (boundary) testing be conducted within the portion of the APE not previously investigated to determine whether or not the subsurface deposits associated with Morocco Ruin extend beyond the presently defined site boundary.

Neither AZ N:3:32(ASM), the SPRR line, nor AZ T:10:84(ASM), the SPRR Wellton-Phoenix-Eloy Spur, would be adversely affected by this project, because the project would not affect their functions, locations, or designs. AZ N:3:32(ASM) would be temporarily re-routed during project construction, but this will not result in impacts to the qualities that make it a historic property. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on these historic properties.

It is recommended that any previously unsurveyed and undeveloped areas within the APE be subjected to intensive Class III survey. It is also recommended that a programmatic agreement be developed to guide historic preservation compliance for future construction of SR 303 and the associated outfall channel.

FHWA and ADOT are not currently making a determination of project effect for the SR 303 Loop ROW. Please review the enclosed documentation and the information provided in this letter. If you agree with the eligibility recommendations, recommendations for further treatment and additional survey, and the recommendation to develop a programmatic agreement, please indicate your concurrence by signing below. Once the project scope and new ROW have been defined, FHWA/ADOT will continue consultation with your office.

At this time, FHWA is also inquiring whether you have any concerns regarding historic properties of religious or cultural importance to your community within the project corridor. If you have such concerns, any information you might provide would be considered in the project planning. If you have any questions or concerns, please feel free to contact James Matthew Mallery at 602-712-6371 or e-mail jmallery@azdot.gov.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosures

cc:

Amalia Reyes, Cultural Specialist, 7474 S. Camino de Oeste, Tucson, AZ 85746 (with enclosures)

SThomas

JMallery (619E)

SDThomas:cdm



U.S. Department
of Transportation
Federal Highway
Administration

Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-0674

October 3, 2006

In Reply Refer To: HOP-AZ
NH 303-A(AFY)
TRACS No. S303 MA 003 H5621 01L
SR 303; I-10 to US 60 Grand Avenue
Initial Section 106 Consultation

Ms. Joni Ramos, President
Salt River Pima-Maricopa Indian Community
10005 E. Osborn Road
Scottsdale, Arizona 85256

Dear President Ramos:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are proposing corridor improvements to the State Route 303 Loop (SR 303) and the associated roadway drainage system, between Yuma Road (approximately 1.5 miles south of Interstate 10 [I-10]) and US 60 (Grand Avenue), located in the Cities of Goodyear, Glendale, and Surprise as well as unincorporated portions of Maricopa County. As the overall project would employ federal funds, it is considered an undertaking subject to Section 106 review. Currently, FHWA is consulting with you regarding the proposed construction within the corridor.

The land jurisdiction for this project includes Arizona State Trust land administered by the Arizona State Land Department (ASLD), Maricopa County Department of Transportation (MCDOT) right-of-way (ROW), ADOT ROW, and private land. Additionally, the project area crosses lands under the jurisdiction of the City of Goodyear, the City of Glendale, the City of Surprise, and unincorporated Maricopa County. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), MCDOT, ASLD, the City of Glendale, the Flood Control District of Maricopa County (FCDMC), the Salt River Pima-Maricopa Indian Community (SRP-MIC), the Gila River Indian Community (GRIC), the Hopi Tribe, the San Carlos Apache Tribe (SCAT), the Yavapai-Apache Nation (YAN), the Pascua-Yaqui Tribe, and the Yavapai-Prescott Indian Tribe (YPIT).

The overall project would involve corridor improvements to SR 303, the exact scope of which is currently being developed. As currently defined, the area of potential effect (APE) for the project is the entire SR 303 corridor from Yuma Road to the terminus north of US 60 at the Bullard Avenue alignment, along US 60 approximately between 163rd Avenue and R.H. Johnson Boulevard, and along I-10 between Perryville Road and Bullard Avenue. South of Yuma Road, a drainage outfall channel will be constructed on the west side of Cotton Lane south to the Gila River. A map of the proposed project area is enclosed to aid you in your review. New ROW for drainage features and highway construction as well as temporary construction easements are anticipated for this project, but have not yet been identified.



The majority of the APE was previously surveyed for cultural resources for various ADOT and MCDOT projects along the SR 303 corridor, the results of which are documented in a number of reports listed in the following table. The reports are listed from north to south for Cotton Lane/SR 303 and west to east for I-10.

The results of these reports were synthesized in two Class I literature review reports by Entranco, Inc. (Entranco) and Carter & Burgess (C&B). Entranco's Class I inventory was conducted for MCDOT and addressed the original SR 303 project limits from I-10 to US Highway 93 (60). Results are provided in a report entitled *A Class I Cultural Resource Inventory of the State Route 303 Loop Corridor From I-10 to US 93 in Maricopa County, Arizona* (Stubing 2001), a copy of which is enclosed to assist you in your review.

Report Author	Title	Limits in APE
Projects North of Grand Avenue (US 60)		
Adams (1997)	<i>Archaeological Assessment for the Estrella Interim Parkway, North Maricopa County, Arizona</i>	Bullard Avenue alignment to US 60
Howell (1994)	<i>An Archaeological Survey along a Portion of the Estrella Interim Roadway, Maricopa County, Arizona</i>	North of Deer Valley Road to US 60
Projects Along Grand Avenue (US 60)		
Bontrager and Stone (1987)	<i>Cultural Resources Investigations for Two Highway Improvement Projects on Grand Avenue (US 60) between El Mirage and Beardsley Canal</i>	163 rd Avenue to R.H. Johnson Boulevard
Stone (1987)	<i>Supplemental Archaeological Survey for ADOT Project (SMB-002-2-501 (Grand Avenue)</i>	163 rd Avenue to R.H. Johnson Boulevard
Curtis (1989)	<i>Archaeological Survey of an Approximately 24 Mile Long Segment of Grand Avenue (US 60) between El Mirage and Beardsley Canal</i>	163 rd Avenue to R.H. Johnson Boulevard
Foster et al. (1993)	<i>A Class III Cultural Resources Survey of the Electric Lightwave, Inc., Southwest Fibernet Project Fiber Optic Line Right-of-Way from Las Vegas, Nevada to Phoenix, Arizona</i>	163 rd Avenue to R.H. Johnson Boulevard
Hoffman (1988)	Letter report to Ken Kvamme regarding survey along Grand Avenue	Near Deer Valley Road intersection
Projects Within or Crossing Cotton Lane and/or SR 303 ROW		
Rodgers (1989)	<i>Archaeological Survey of the Estrella Freeway Interim Roadway (Loop 303) in Metropolitan Phoenix, Arizona</i>	I-10 to US 60
Rodgers (1990)	<i>An Archaeological Survey of Parcel 1 of the Estrella Freeway Interim Roadway (Loop 303) in Metropolitan Phoenix, Arizona</i>	Southwest of Grand Avenue and northeast of Beardsley Road
Shaw (1999)	<i>Archaeological Survey Southeast of Waddell, Arizona at the Intersection of Cotton Lane and Cactus Road, Maricopa County, Arizona</i>	West side of Cotton Lane, north side of Cactus Road
Rodgers (1991b)	<i>An Archaeological Survey of Parcel 4S of the Estrella Freeway Interim Roadway in North-Central Maricopa County, Arizona</i>	North of Olive Avenue, east of Cotton Lane, 0.5 mi. west of Sarival Avenue
Rogge (September 2002)	<i>Cultural Resource Survey of the Indian School Road, Northern Avenue, and Olive Avenue Intersections With the Loop 303 Expressway, Maricopa County, Arizona: An Addendum Regarding the Burlington Northern Santa Fe Railroad Spur</i>	Burlington Northern Santa Fe Railroad Spur to Olive Avenue
Rogge and Chamorro (2001)	<i>Cultural Resource Survey of the Indian School Road, Northern Avenue and Olive Avenue Intersections with the Loop 303 Expressway, Maricopa County, Arizona</i>	3 intersections: Indian School, Northern, and Olive

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Bullard Wash (formerly referred to as RID 6)	Field drainage ditch	Within APE	Determined not eligible	No further treatment recommended
AZ T:11:106/ Morocco Ruin	Hohokam village & historic stagecoach station	Bisected by Cotton Lane south of Buckeye Road/ MC 85	Determined eligible, Criterion D	Survey within project limits outside ASM site boundary; if site boundary is expanded, conduct data recovery within project limits.

Grand Avenue (sites V:2:101, CC:2:174, I:3:10, and U:13:248) is a historic highway alignment. According to the Interim Procedures for Treatment of Historic Roads (November 15, 2002), US 60/ US 70/ US 89/ SR 93 is recognized as part of the Historic State Highway System (HSHS). It is considered eligible for inclusion in the NRHP under Criterion D for its potential to yield important information about the development of Arizona's roadways. However, the current configuration of Grand Avenue in the project area dates results from a 1994 realignment. Therefore, the segment in the project area no longer retains its historic characteristics and does not contribute to the NRHP eligibility of the historic alignment, or to the HSHS as a whole.

AZ FF:9:17 (ASM) is the historic alignment of US 80. This highway, which once ran from the New Mexico border to Yuma, is eligible for inclusion in the NRHP under Criterion D; however, the segment of the roadway that is within the current project area has not been formally recorded. FHWA and ADOT recommend that the portion within the project area be evaluated to determine whether it retains any characteristics that contribute to the eligibility of the property as a whole, and to assess potential effects of the proposed undertaking on AZ FF:9:17 (ASM).

The Buckeye Canal, AZ T:10:82(ASM), has been determined eligible for inclusion in the NRHP under Criterion A. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

AZ T:10:83(ASM), the Roosevelt Canal, has been determined eligible for inclusion in the NRHP under Criterion A. However, within the I-10 portion of the APE, the Roosevelt Canal (aka RID 1) is a modern realignment that has been determined to be a non-contributing component to the historic property. The Roosevelt Canal within the Cotton Lane/SR 303 portion of the APE retains integrity and is a contributing component to the historic property. The canal is presently contained in a box culvert under Cotton Lane. Like Cotton Lane, the proposed new roadway would span the canal, and thus would not affect those characteristics that contribute to its eligibility. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on the historic property.

Roosevelt Irrigation District (RID) canal segments 2-5 and 7 have been determined ineligible for inclusion in the NRHP. The C&B 2004 inventory report identifies RID 6 as an eligible segment. However, it has subsequently been determined that the canal segment referred to in that report as RID 6 is actually not part of RID, and is rather a privately developed field drainage ditch called Bullard Wash. Bullard Wash was realigned during the construction of I-10 and has been determined ineligible for inclusion in the NRHP.

Morocco Ruin (AZ T:11:106 [ASM]) is a large multicomponent site consisting of a Classic period Hohokam village and a Euro American stage station. The site has recently been subjected to subsurface testing within the limits of its boundaries as defined by the ASM site card. In those locations where testing revealed the presence of intact subsurface features, including a prehistoric cemetery, burial and data recovery investigations were undertaken. The results of the archaeological investigations have been presented in two reports by SWCA Environmental Consultants (SWCA), entitled, *Archaeological Testing at the Morocco Ruin and in a Portion of the Alkali Ruin on the Lakin Property in Goodyear, Maricopa County, Arizona* (Foster et al. 2005) and *Archaeological Burial Recovery at the Morocco Ruin in Goodyear, Maricopa County, Arizona* (Mitchell 2006). FHWA recommends that no further work is warranted within the boundaries of the previous excavations at Morocco Ruin.

However, the Morocco Ruin site map in the SWCA report, *A Class II Inventory and Archaeological Testing Plan for the Lakin Property in Goodyear, Maricopa County, Arizona* (North 2005), indicates the surface artifact scatter associated with Morocco Ruin extends beyond the ASM site boundary, and beyond the limits of the above mentioned testing and data recovery program at the site. Therefore, FHWA recommends that additional subsurface (boundary) testing be conducted within the portion of the APE not previously investigated to determine whether or not the subsurface deposits associated with Morocco Ruin extend beyond the presently defined site boundary.

Neither AZ N:3:32(ASM), the SPRR line, nor AZ T:10:84(ASM), the SPRR Wellton-Phoenix-Eloy Spur, would be adversely affected by this project, because the project would not affect their functions, locations, or designs. AZ N:3:32(ASM) would be temporarily re-routed during project construction, but this will not result in impacts to the qualities that make it a historic property. Nor would the proposed project cause undesirable visual, auditory, or atmospheric intrusion on these historic properties.

It is recommended that any previously unsurveyed and undeveloped areas within the APE be subjected to intensive Class III survey. It is also recommended that a programmatic agreement be developed to guide historic preservation compliance for future construction of SR 303 and the associated outfall channel.

FHWA and ADOT are not currently making a determination of project effect for the SR 303 Loop ROW. Please review the enclosed documentation and the information provided in this letter. If you agree with the eligibility recommendations, recommendations for further treatment and additional survey, and the recommendation to develop a programmatic agreement, please indicate your concurrence by signing below. Once the project scope and new ROW have been defined, FHWA/ADOT will continue consultation with your office.

At this time, FHWA is also inquiring whether you have any concerns regarding historic properties of religious or cultural importance to your community within the project corridor. If you have such concerns, any information you might provide would be considered in the project planning. If you have any questions or concerns, please feel free to contact James Matthew Mallery at 602-712-6371 or e-mail jmallery@azdot.gov.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosures

cc:

Wechonie Schurz, Cultural Programs Supervisor, Cultural Preservation Office, 1005 E. Osborn, Scottsdale, Arizona 85256 (with enclosures)

SThomas

JMallery (619E)

SDThomas:cdm



U.S. Department
of Transportation
Federal Highway
Administration

Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-0674

October 3, 2006

In Reply Refer To: HOP-AZ
NH 303-A(AFY)
TRACS No. S303 MA 003 H5621 01L
SR 303; I-10 to US 60 Grand Avenue
Initial Section 106 Consultation

Ms. Kathleen Wesley-Kitcheyan, Chair
San Carlos Indian Tribe
P.O. Box 0
San Carlos, Arizona 85550

Dear Chairperson Wesley-Kitcheyan:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are proposing corridor improvements to the State Route 303 Loop (SR 303) and the associated roadway drainage system, between Yuma Road (approximately 1.5 miles south of Interstate 10 [I-10]) and US 60 (Grand Avenue), located in the Cities of Goodyear, Glendale, and Surprise as well as unincorporated portions of Maricopa County. As the overall project would employ federal funds, it is considered an undertaking subject to Section 106 review. Currently, FHWA is consulting with you regarding the proposed construction within the corridor.

The land jurisdiction for this project includes Arizona State Trust land administered by the Arizona State Land Department (ASLD), Maricopa County Department of Transportation (MCDOT) right-of-way (ROW), ADOT ROW, and private land. Additionally, the project area crosses lands under the jurisdiction of the City of Goodyear, the City of Glendale, the City of Surprise, and unincorporated Maricopa County. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), MCDOT, ASLD, the City of Glendale, the Flood Control District of Maricopa County (FCDMC), the Salt River Pima-Maricopa Indian Community (SRP-MIC), the Gila River Indian Community (GRIC), the Hopi Tribe, the San Carlos Apache Tribe (SCAT), the Yavapai-Apache Nation (YAN), the Pascua-Yaqui Tribe, and the Yavapai-Prescott Indian Tribe (YPIT).

The overall project would involve corridor improvements to SR 303, the exact scope of which is currently being developed. As currently defined, the area of potential effect (APE) for the project is the entire SR 303 corridor from Yuma Road to the terminus north of US 60 at the Bullard Avenue alignment, along US 60 approximately between 163rd Avenue and R.H. Johnson Boulevard, and along I-10 between Perryville Road and Bullard Avenue. South of Yuma Road, a drainage outfall channel will be constructed on the west side of Cotton Lane south to the Gila River. A map of the proposed project area is enclosed to aid you in your review. New ROW for drainage features and highway construction as well as temporary construction easements are anticipated for this project, but have not yet been identified.



The majority of the APE was previously surveyed for cultural resources for various ADOT and MCDOT projects along the SR 303 corridor, the results of which are documented in a number of reports listed in the following table. The reports are listed from north to south for Cotton Lane/SR 303 and west to east for I-10.

The results of these reports were synthesized in two Class I literature review reports by Entranco, Inc. (Entranco) and Carter & Burgess (C&B). Entranco's Class I inventory was conducted for MCDOT and addressed the original SR 303 project limits from I-10 to US Highway 93 (60). Results are provided in a report entitled *A Class I Cultural Resource Inventory of the State Route 303 Loop Corridor From I-10 to US 93 in Maricopa County, Arizona* (Stubing 2001), a copy of which is enclosed to assist you in your review.

Report Author	Title	Limits in APE
Projects North of Grand Avenue (US 60)		
Adams (1997)	<i>Archaeological Assessment for the Estrella Interim Parkway, North Maricopa County, Arizona</i>	Bullard Avenue alignment to US 60
Howell (1994)	<i>An Archaeological Survey along a Portion of the Estrella Interim Roadway, Maricopa County, Arizona</i>	North of Deer Valley Road to US 60
Projects Along Grand Avenue (US 60)		
Bontrager and Stone (1987)	<i>Cultural Resources Investigations for Two Highway Improvement Projects on Grand Avenue (US 60) between El Mirage and Beardsley Canal</i>	163 rd Avenue to R.H. Johnson Boulevard
Stone (1987)	<i>Supplemental Archaeological Survey for ADOT Project (SMB-002-2-501 (Grand Avenue)</i>	163 rd Avenue to R.H. Johnson Boulevard
Curtis (1989)	<i>Archaeological Survey of an Approximately 24 Mile Long Segment of Grand Avenue (US 60) between El Mirage and Beardsley Canal</i>	163 rd Avenue to R.H. Johnson Boulevard
Foster et al. (1993)	<i>A Class III Cultural Resources Survey of the Electric Lightwave, Inc., Southwest Fibernet Project Fiber Optic Line Right-of-Way from Las Vegas, Nevada to Phoenix, Arizona</i>	163 rd Avenue to R.H. Johnson Boulevard
Hoffman (1988)	Letter report to Ken Kvamme regarding survey along Grand Avenue	Near Deer Valley Road intersection
Projects Within or Crossing Cotton Lane and/or SR 303 ROW		
Rodgers (1989)	<i>Archaeological Survey of the Estrella Freeway Interim Roadway (Loop 303) in Metropolitan Phoenix, Arizona</i>	I-10 to US 60
Rodgers (1990)	<i>An Archaeological Survey of Parcel 1 of the Estrella Freeway Interim Roadway (Loop 303) in Metropolitan Phoenix, Arizona</i>	Southwest of Grand Avenue and northeast of Beardsley Road
Shaw (1999)	<i>Archaeological Survey Southeast of Waddell, Arizona at the Intersection of Cotton Lane and Cactus Road, Maricopa County, Arizona</i>	West side of Cotton Lane, north side of Cactus Road
Rodgers (1991b)	<i>An Archaeological Survey of Parcel 4S of the Estrella Freeway Interim Roadway in North-Central Maricopa County, Arizona</i>	North of Olive Avenue, east of Cotton Lane, 0.5 mi. west of Sarival Avenue
Rogge (September 2002)	<i>Cultural Resource Survey of the Indian School Road, Northern Avenue, and Olive Avenue Intersections With the Loop 303 Expressway, Maricopa County, Arizona: An Addendum Regarding the Burlington Northern Santa Fe Railroad Spur</i>	Burlington Northern Santa Fe Railroad Spur to Olive Avenue
Rogge and Chamorro (2001)	<i>Cultural Resource Survey of the Indian School Road, Northern Avenue and Olive Avenue Intersections with the Loop 303 Expressway, Maricopa County, Arizona</i>	3 intersections: Indian School, Northern, and Olive

Report Author	Title	Limits in APE
Lindly 2004a	<i>An Archaeological Survey of the Loop 303 Expressway and Proposed New Northern Avenue Super Street in Maricopa County, Arizona</i>	Proposed realignment to the north of Northern Avenue
White, Doyel, and Ryan (2002)	<i>A Cultural Resource Survey of Ten Intersections Along the Loop 303 Expressway, Maricopa County, Arizona</i>	10 intersections: <ul style="list-style-type: none"> • Bell Road • Greenway Road • Waddell Road • Cactus Road • Peoria Road • Glendale Avenue • Bethany Home Road • Camelback Road • Thomas Road • McDowell Road
Rodgers (1991a)	<i>An Archaeological Survey of Parcel 8 of the Estrella Freeway Interim Roadway in Goodyear, Arizona</i>	0.35 mi south of Camelback Road
Ellis (1999)	<i>A Cultural Resources Survey of 180 Acres, Thomas Road to I-10, Cotton Lane/Loop 303, in Goodyear, Maricopa County, Arizona</i>	I-10 to Thomas Road
Lindly (2004b)	<i>An Archaeological Survey of the Proposed Loop 303 Expressway (Cotton Lane) South of Interstate 10 to the Gila River in Southwestern Maricopa County, Arizona</i>	I-10 to Gila River
Jones and Fangmeier (2004)	<i>Cultural Resources Assessment of Unsurveyed Portions of Right-of-Way for the Proposed Loop 303 Expressway (Cotton Lane), Interstate 10 to Estrella Parkway, Southwest Maricopa County, Arizona</i>	I-10 to Gila River
Davis et al. (2004)	<i>A Class I Cultural Resources Inventory of Approximately 11.75 Miles for the State Route 303 Loop Corridor in Maricopa County, Arizona</i>	I-10 to Gila River
Lindly (2004c)	<i>An Archaeological Survey of the Intersection of the Proposed Loop 303 Expressway (Cotton Lane) and Van Buren Road in Southwest Maricopa County, Arizona</i>	Along Van Buren Road
Kearns et al. (2001)	<i>An Archaeological Survey of Link Three of the AT&T NextGen/Core Project, Arizona and California</i>	Along RID Canal, which crosses Cotton Lane just south of I-10; also crosses I-10 about 0.5 miles east of Cotton Lane
Marshall (1987)	<i>An Archaeological Survey of Approximately 25 Acres Located Northwest of Cotton Lane and Lower Buckeye Road, Goodyear, Maricopa County, Arizona</i>	West side of Cotton Lane approximately 0.25 miles north of Lower Buckeye Road
Komerska and Breternitz (1955)	<i>Archaeological Survey for Engineering Management, Inc., Yuma and Eastward for Southern Pacific Pipeline</i>	In SPRR/UPRR ROW north of Buckeye Road/MC 85
Doak (1999)	<i>Archaeological Survey for a Proposed Fiber Optic Cable Line from Yuma to Phoenix, Arizona</i>	In SPRR/UPRR ROW north of Buckeye Road/MC 85
Madsen (1987)	Letter report 94290	One parcel between Southern Avenue and the Gila River on the west side of Cotton Lane
Projects Within or Crossing I-10 ROW		
O'Brien et al. (1987)	<i>Cultural Resources Technical Report for the US Telecom FiberOptic Cable Project from San Timoteo, CA to Socorro, TX: The Arizona Segment</i>	Along I-10

Report Author	Title	Limits in APE
Touchin and Brodbeck (2004)	<i>A Cultural Resources Survey along the Interstate 10 Corridor from SR 85 to the Loop 101 Freeway (MP 112.20 to 134.0), Maricopa County, Arizona</i>	Along I-10
Larkin and Giacobbe (1998)	<i>A Cultural Resources Assessment for the Arizona Department of Transportation of Ten Locations in the Phoenix District along I-10 at Mileposts 124.70, 133.70, 141.68, 151.18, 157.74, 162.38, and along I-17 at Mileposts 195.93 and 216.00, and Along SR 51 at Mileposts 3.32 and 5.57, Maricopa County, Arizona</i>	On I-10 at Cotton Lane
Garcia and Lewenstein (1998)	<i>Cultural Resource Survey for the Estrella Parkway and MC 85 Projects, Maricopa County</i>	Along Estrella Parkway north and south of I-10
Brodbeck and Silverman (2006)	<i>A National Register Eligibility Assessment of the Bullard Wash Drainage Ditch, Interstate 10, Milepost 127.17, Maricopa County, Arizona</i>	Crosses I-10 between Estrella Parkway and Bullard Road

The Entranco report notes that during previous intensive survey within the project corridor (Rodgers 1989) one site was located within the portion of the APE north of I-10. Site AZ T:7:46 (ASM) is an artifact scatter that possibly dates to the Archaic period. This site was previously subjected to archaeological investigations, including complete surface artifact collection and backhoe trenching. No subsurface cultural deposits were encountered during trenching, and the site was recommended to be ineligible for inclusion in the NRHP (Rodgers 1989). No consultation regarding that recommendation was available. Following a field visit conducted by EcoPlan Associates, Inc. (EcoPlan) in 2006, during which no evidence of AZ T:7:46 (ASM) found, the site was determined to be ineligible for inclusion in the National Register of Historic Places (NRHP) (Jacobs to Greenspan, May 9, 2006).

During the 1989 survey of the project area, Rodgers (1989) identified five discontinuous earthen-banked channel segments, which he concluded were insignificant and not eligible for inclusion in the NRHP. As no consultation was on file for that recommendation, EcoPlan attempted to relocate the channel segments during the 2006 field visit in order to reevaluate them. The project area in that vicinity has been extensively developed, and no evidence of the channel segments was found. Consultation following the field visit resulted in the determination that the channel segments, apparently having been destroyed by modern development, are not eligible for inclusion in the NRHP (Jacobs to Greenspan, May 9, 2006).

The second Class I inventory, prepared by C&B, is entitled *A Class I Cultural Resources Inventory of Approximately 11.75 Miles for the State Route 303 Loop Corridor in Maricopa County, Arizona* (Davis, Turner, and Montero 2004); a copy is enclosed to assist you in your review. The C&B report, also conducted for MCDOT, addressed the extended SR 303 project limits. These include the following areas:

- The I-10 corridor between Bullard Road and Perryville Road
- A corridor along Cotton Lane, from I-10 to the north bank of the Gila River
- The US 60 corridor, from 163rd Avenue to 0.5 miles north of RH Johnson Boulevard

The C&B inventory found that a number of cultural resources are located within the APE, and that portions of the APE along Cotton Lane, between I-10 and the Gila River, were not previously surveyed.

Subsequent to the Entranco and C&B inventories, Archaeological Consulting Services, Ltd. (ACS) and SWCA Environmental Consultants (SWCA) have conducted surveys south of I-10; these are listed in the above table (Jones and Fangmeier 2004; Lindly 2004b). SWCA also surveyed along Van Buren Street on either side of Cotton Lane (Lindly 2004c) and along a proposed realignment of Northern Avenue on either side of Cotton Lane (Lindly 2004a). These studies were done at the request of MCDOT.

As a result of the various surveys, a number of cultural resources have been identified in the APE. These are summarized in the following table.

ASM Site Number	Site Type	Location	NRHP eligibility	Recommended Treatment
AZ V:2:101/US 60/ Grand Avenue, also AZ CC:2:174/US 70 AZ I:3:10/US89 AZ U:13:248/SR 93	Historic highway	Near northern terminus	Determined eligible, Criterion D; segment in APE recommended not eligible (see below)	None
AZ N:3:32/Santa Fe Prescott, and Phoenix Railway Line (aka Burlington Northern)	Historic railroad	Parallels US 60 near northern terminus	Determined eligible, Criterion A	None, roadway would be depressed in a tunnel under the railroad
AZ T:7:46 (ASM)	Artifact scatter	Within APE north of Beardsley Road	Determined not eligible	None
AZ FF:9:17/US 80 (currently MC 85)	Historic highway	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion D, segment in APE has not been evaluated	If contributing component, evaluate project impacts and document according to <i>Interim Procedures</i> if appropriate
AZ T:10:84/SPRR Wellton-Phoenix-Eloy Spur	Historic railroad	Crosses Cotton Lane south of Broadway Road	Determined eligible, Criterion A	None; outfall channel would be piped underneath railroad
AZ T:10:82/ Buckeye Canal	Historic canal	Crossed by Cotton Lane south of Buckeye Road/MC 85	Determined eligible, Criterion A; segment in APE has not been evaluated	None; canal would be spanned by project
AZ T:10:83/ Roosevelt Canal (aka RID 1 in I- 10 ROW per Touchin and Brodbeck 2004)	Historic canal	Within the APE, crossed by I-10 and Cotton Lane	Determined eligible, Criterion A; segment in I-10 ROW determined non- contributing	None
RIDs 2-5, 7 (per Touchin and Brodbeck 2004)	Historic canal segments	Within the APE, various segments cross I-10	Determined not eligible	No further treatment recommended
Bullard Wash (formerly referred to as RID 6)	Field drainage ditch	Within APE	Determined not eligible	No further treatment recommended
AZ T:11:106/ Morocco Ruin	Hohokam village & historic stagecoach station	Bisected by Cotton Lane south of Buckeye Road/ MC 85	Determined eligible, Criterion D	Survey within project limits outside ASM site boundary; if site boundary is expanded, conduct data recovery within project limits.

Grand Avenue (sites V:2:101, CC:2:174, I:3:10, and U:13:248) is a historic highway alignment. According to the Interim Procedures for Treatment of Historic Roads (November 15, 2002), US 60/ US 70/ US 89/ SR 93 is recognized as part of the Historic State Highway System (HSHS). It is considered eligible for inclusion in the NRHP under Criterion D for its potential to yield important information about the development of Arizona's roadways. However, the current configuration of Grand Avenue in the project area dates results from a 1994 realignment. Therefore, the segment in the project area no longer retains its historic characteristics and does not contribute to the NRHP eligibility of the historic alignment, or to the HSHS as a whole.

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However, the Morocco Ruin site map in the SWCA report, *A Class II Inventory and Archaeological Testing Plan for the Lakin Property in Goodyear, Maricopa County, Arizona* (North 2005), indicates the surface artifact scatter associated with Morocco Ruin extends beyond the ASM site boundary, and beyond the limits of the above mentioned testing and data recovery program at the site. Therefore, FHWA recommends that additional subsurface (boundary) testing be conducted within the portion of the APE not previously investigated to determine whether or not the subsurface deposits associated with Morocco Ruin extend beyond the presently defined site boundary.

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Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosures

cc:

Vernelda Grant, Tribal Archaeologist, P.O. Box 0, San Carlos, Arizona 85550 (with enclosures)

SThomas

JMallery (619E)

SDThomas:cdm